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American Railroad Journal.

New York, Saturday, February 22, 1879.

Scioto Valley Railroad.

At the annual meeting of the stockholders of the Scioto Valley Railroad Company, held in Columbus, Ohio, on the 13th inst., E. T. Mithoff, Wm. Monypeny and Geo. D. Chapman, of Columbus; Harford Toland, of London; John Groce, of Circleville; M. Boggs, of Chillicothe; Geo. Davis and Jno. G. Peebles, of Portsmouth, and Edward D. Adams, of New York, were elected directors.

The board subsequently met and organized by the election of E. T. Mithoff as President, Geo. D. Chapman Vice President and General Manager, Harford Toland Treasurer, James P. Curry Secretary, John B. Peters Superintendent.

Edward D. Adams is one of the firm of Winelow, Lanier & Co., of New York, who are becoming largely interested in the road.

From the report which was presented it appears that the earnings of the company for the year ending December 31, 1878, were \$282,153 07; operating expenses, \$156,275 29; net earnings, \$125,877 78. The operating expenses were 55.4 per cent of the gross earnings.

The President stated that the prospect for the building of the Columbus, Scioto and Hocking

Valley Railway was very bright, and he had no doubt that it would be in operation the present year, and the benefits to be derived by the Scioto Valley from its completion would enhance the value of the enterprise. There is also a prospect of a connection with the Springfield, Jackson and Pomeroy Railroad at Waverly, by which the coal fields of Jackson county would be made accessible to Columbus. The extension of the Valley road by a connection with the Chesapeake and Ohio Railway at Huntington, West Virginia, and extension to Mayaville, Kentucky, was also in a favorable position, and he had assurances that the road would be put under contract by the parties interested as soon as the weather would permit work to be done on the line.

The Ohio State Journal, from which the above was obtained, says the company has made arrangements for a large amount of additional rolling stock, which will soon be placed on the road, thus increasing the facilities to meet the growing demands of the business.

Boston and Albany Railroad.

At the annual meeting of the stockholders held in Boston on the 12th inst., the old Board of Directors was re-elected, consisting of D. Waldo Lincoln, of Worcester, President; Chester W. Chapin, of Springfield; Ignatius Sargent, of Brookline; George O. Crocker, of New Bedford; Moses Kimball, of Boston; Henry Colt, of Pittsfield; Edward B. Gillett, of Westfield, and John Cummings, of Woburn. Information was asked by a stockholder in regard to the joint occupancy by this corporation and the Boston and Providence Railroad of the passenger station of the latter company, to which the President replied that "it was well known the subject had engrossed the attention of the managers of this road, and the published report of the Railroad Commissioners on the subject contained all the information that could be imparted. About a fortnight ago the Directors of the Boston and Providence Railroad appointed a committee to consider the subject, and a meeting of the Boston and Albany Directors on the 11th inst. a committee was appointed to confer with them. He admitted that it was an important matter, and said that the officers of this company would give it all the attention it deserved."

It had been admitted by every one that since complaints were made of the obstruction of Koe-land street by this company, the managers had been doing all in their power to relieve the thoroughfare; but as long as the depot remains here it will be impossible to avoid the obstructions. So far there had been a conference only with President Whitney of the Boston and Providence, but the matter is of such importance that it must and will have a careful consideration."

Among recent orders received at the Philadelphia Scale and Testing Machine Works, Riehle Bros., Proprietors, are noted the following: Patented Iron Frame Testing Machine with tensile, transverse and crushing strains for the Baltimore and Ohio Railroad Co.; also their Patented Self-adjusting Railroad Track Scales made with rocking bearings; also Pusey improvement for the Atlantic and Great Western Railroad. This firm has delivered the Testing Machine, built for the Pennsylvania Railroad Co., at Altoona, Pa. This Machine was tested for three days in every way by experts employed by the Pennsylvania Railroad Company, and pronounced satisfactory.

At St. Johnsbury, Vt., on the 17th inst., in the matter of the petition of the Receivers of the Portland and Ogdensburg Railroad to issue certificates, Chancellor Ross filed a decree authorizing \$250,000 of such issue for the following purposes: ties, \$110,000; ballasting, \$15,000; ties, \$25,000; fencing, \$18,000; iron and re-rolling, \$25,000; rolling stock, \$27,000; stations and contingencies, \$30,000. The Receivers will proceed immediately to discharge the trusts imposed by their decree, and put the road in good condition, said certificates being made as a first lien on the same, its equipment and earnings.

Sealed proposals for the grading and pile bridging of the Columbus, Jeffersonville and Cincinnati Railway (8 feet gauge) between Allentown and Mt. Sterling, Ohio, will be received at the office of the Chief Engineer, S. F. Rock, in Washington C. H., Ohio, until noon, March 19, and at the office of Dr. S. McClinton, in Mt. Sterling, Ohio, until noon, March 20, 1879. Profiles, specifications and estimates can be seen at the office

of the Chief Engineer on and after March 10. Payments of relative value of the work will be made monthly, in cash, reserving 15 per cent, until the final completion and acceptance of the work. Proposals must be directed to "The President and Board of Directors."

Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1878, as follows, viz:

Revenue from railroads.....	\$642,886 43
Revenue from Lehigh Canal.....	77,766 12
Revenue from Delaware Division Canal.....	38,998 85
Net profit on Lehigh coal.....	152,881 72
Royalty on coal mined by lessees.....	3,142 53
Net profits from rents.....	55,846 25
Miscellaneous receipts.....	3,783 16

Total \$969,252 56

Disbursements:

General and legal exp.....	\$50,253 01
Rent and taxes Nesquehoning Valley R. R.....	138,000 00
Rent Delaware Division Canal.....	182,168 00
Taxes chargeable to canals.....	2,011 12
Taxes chargeable to coal and coal lands.....	37,624 64
Taxes on capital stock.....	11,923 48
Taxes on landed property and improvements.....	12,789 67
Interest account.....	890,893 24
	1,325,113 16

Balance charged dividend fund.....	\$355,860 60
Balance to credit of dividend fund, December 31, 1877.....	463,032 93

Balance to credit of dividend fund, December 31, 1878.....	\$107,172 33
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The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1877, was as follows, viz:

	1877. Tons.	1878. Tons.
From the Wyoming region.....	1,398,444	1,048,098
From the Upper Lehigh region, Nesquehoning Branch.....	266,982	198,598
From the Upper Lehigh region, Pond Creek Branch.....	32,071	82,013
From the Hazleton region, via L. V. R. R.....	122,308	92,976
From the Hazleton region, via Drifton Branch.....	295,404	815,286
From the Beaver Meadow region, via Netq. V. R. R.....	407,639	284,966
From the Beaver Meadow region, via L. V. R. R.....	22,914	10,123
From the Mahanoy region, via L. V. R. R.....	6,529	4,175
From the Lehigh region, L. C. & N. Co.'s lands.....	543,700	425,194
From Hazard.....	12,279	5,295
From sundry shippers.....	12,899	37,012

Total 3,116,169 2,568,731

Distributed as follows:

	1877. Tons.	1878. Tons.
Delivered east of Mauch Chunk by rail.....	2,551,548	1,977,022
Delivered east of Mauch Chunk by canal.....	846,671	414,208
Consumed along the line above Mauch Chunk.....	76,615	59,085
Delivered to connecting lines above Mauch Chunk.....	124,490	49,016
Delivered to Lehigh Valley Railroad at Packerton.....	10,157	4,800
Delivered to Hazard.....	6,688	100
Total.....	3,116,169	2,568,731
Decrease.....		612,438

Of the foregoing tonnage there was shipped by the Lehigh and Wilkesbarre Coal Company 1, 197,198 15 tons. The total production of that company was:

	1877. Tons.	1878. Tons.
Of their mines in Wyoming region.....	1,234,859	948,509 03
Of their mines in Beaver Meadow region.....	411,486	272,617 03
Of their mines in Lehigh region, L. C. & N. Co.....	550,519	.....
Total.....	2,196,864	1,221,126 06

RAILROADS.

The gross receipts of the company's railroads during 1878, as compared with 1877, were as follows:

	1877.	1878.
Passengers and mails.....	\$73,904 22	\$101,964 12
Freight and express.....	232,858 43	256,542 13
Coal.....	1,682,771 40	1,515,546 46
	\$1,939,534 05	\$1,874,052 70

Lehigh Coal and Navigation Company's proportion.....	646,511 34
Compensation from Receiver of C. R. R. Co. for Pass. traffic withdrawn.....	20,000 00
	\$666,511 34

The loss in coal tonnage, compared with the previous year, was 612,438 tons. The income for the year was only \$25,413 42 less than in 1877.

Railroad rent was less, and canal and coal earnings larger than in that year. Of the \$355,860 60 deficiency of revenue \$148,171 65 was loss on the lease of the Delaware Division Canal.

The floating debt increased about \$300,000 during the year.

The year opened with a largely overstocked coal market and very low prices. An agreement was entered into in January by coal producers and transporters to restrict production to the wants of the market. Owing to the unusually mild winter the curtailment during the first four months of the year was unexpectedly severe, and our net revenue was accordingly very light, amounting to only \$108,969 47. But after the first of May we earned all of our fixed charges, including rent of the Delaware Division Canal.

The Receiver of the Central Railroad Company of New Jersey deemed it to the advantage of the interest he represented, to co-operate with other companies in the restriction of the production of coal, and, with the concurrence of this company, he accepted a smaller proportion of the total allotment than the average proportion his road had transported during the preceding five years. The intention of the agreement was to give to each interest its fair share of the market, according to its productive capacity, and its transporting and shipping facilities. It was found impracticable to make a division on this basis, and the allotments finally agreed upon were arrived at by the different interests in previous years.

The Central Railroad allotment was less than its average proportion or five years, but greater than for ten years. In such agreements no account is taken of quality of coal, nearness to market, or of other advantages, but each producer must have a share of the market without regard to his special advantages or disadvantages. This company, and the operators shipping by its line, made large expenditures previous to 1878 in coal improvements, and we built branches to give us additional tonnage. Up to 1878 but a small increase of tonnage, or of other advantage from these expenditures, had been realized, and no allowance was made for them in the allotment of the Central Railroad for 1878, which was less than the proportion it had actually transported in 1878, before the improvements were commenced. In the subdivision of this allotment the share of our Lehigh mines was equivalent to 2 1/4 per cent of the

total output, or 25,000 for each million of tons sent to market from all of the regions.

The total production for the year, 17,606,262 tons, was about two-thirds of the total capacity of all the mines for eight months' full work and four months' half time, say ten full months. We had five breakers working and three idle, and our allotment gave us about two-thirds work for the five breakers. If the consumption should increase to 28,000,000 per annum, the five breakers could still furnish our quota as allotted in 1878, and a continuation of that proportionate allotment would require us to abandon permanently three operations. The other shippers by our roads are in about the same position. We have always claimed certain advantages for the coal tributary to our line. Our own hard, white-ash Lehigh is always in great demand during the active season, and we have never been able to meet the wants of our customers, even at prices considerably higher than those of three-fourths of the anthracite product. The coals sent by our line from the other Lehigh regions are very popular, and command ready sale at but little lower prices than our own product, and the Wilkesbarre coal ranks with the best from the Wyoming region.

While it is doubtless the true policy of the anthracite coal interest to limit the supply to the wants of the market, the above enumerated facts indicate that we made too great concessions last year to the other interests. We assented, however, in the fall to an extension of the arrangement for another year with the object of maintaining harmony in the trade, and believing that all interests, including our own, would realize greater advantages during 1879 than in 1878, as the severe restriction relieved the market entirely of the surplus with which the year commenced, but the project has now been abandoned by the other parties, and we propose to avail ourselves of every legitimate advantage which our position gives us.

The division of tonnage and severe restriction was especially injurious to our canal interests. Formerly a large proportion of the canal tonnage came from the Lehigh Valley Railroad, but since the extension of the line of that company to New York waters the quantity has steadily diminished. With four lines of railroad across New Jersey, and three lines to Philadelphia, we must depend on our own mines and those of parties shipping by our railroad for coal tonnage for our canals. During the past year our own tonnage was small, and that of the other operators was similarly restricted, and the canals secured a fair proportion of the limited production. There is a considerable amount of miscellaneous business, the tolls on which during the past year amounted to \$28,107 54, and certain markets for coal can be reached to better advantage by canal than by rail. The earnings of our Lehigh Canal have at times been very large, as appears by the following statement of business for thirteen years past:

Year.	Profits.
1866.....	\$480,420 58
1867.....	247,504 28
1868.....	327,713 24
1869.....	181,480 01
1870.....	196,461 27
1871.....	270,057 64
1872.....	228,840 96
1873.....	247,475 81
1874.....	271,830 92
1875.....	199,472 39
1876.....	142,138 39
1877.....	25,554 88
1878.....	99,327 31

Profits in thirteen years..... \$2,918,277 68

The Central Railroad Company operated the canals and collected the revenue in 1874, 1875 and 1876.

The small revenue of the past two years does not afford a fair criterion by which to estimate the future of the canals. They suffered in 1877, by the refusal of the Receiver of the Central Railroad to operate them, and when we assumed control

it was too late in the season to arrange for business, and through navigation was closed on the 4th of October, by the injury to the Delaware Division Canal. In 1878, the canal, as already stated, secured a fair share of the limited allotment. If business is unrestricted in 1879, there will no doubt be a large increase of tonnage with better financial results. Tolls will be low, but there has been a steady and large reduction in expenses, and, while these economies have not been made to the same extent as in railroad operation, there is still some margin for profit on a large business. It costs as much to maintain and operate the canal for 100,000 tons as for a million, and after tolls enough have been collected to pay expenses, the gross receipts in excess are all profit, the increased business not adding at all to the cost of maintenance and operation. The Lehigh Canal extends from Coalport, one mile above Mauch Chunk, to Easton. The Delaware Division Canal, operated by this company under lease, extends from Easton to Bristol, with an outlet lock at New Hope, whence it connects, by ferry across the Delaware River, with the feeder of the Delaware and Raritan Canal.

A modification of the terms of the lease of the Delaware Division Canal will be presented to the stockholders for ratification.

This agreement was ratified by the stockholders of the Delaware Division Canal Company at their annual meeting on the 4th inst. The reduction in rent amounts to \$65,334, and adding to this amount the reduction in tax on dividends, the saving to this company is about \$70,000 per annum. This concession may not be sufficient to save the company from loss on the lease, but an adverse judicial decision would leave the company liable for the original amount of rent; and further, our own canal can be worked to better advantage if we have control of the Delaware Division. So great is the desire for canal tonnage that we can probably arrange with the lessees of the Delaware and Raritan Canal from year to year for such terms as will enable us to send coal to market by their line with advantage to this company. Your board approved unanimously of the settlement with the Delaware Division Canal Company, and unhesitatingly recommend to the stockholders the prompt ratification of the agreement.

The new year opened with unusually small stocks of coal in the hands of consumers and middlemen, and the severe weather and storms in January increased consumption and impeded production and transportation. There was still, on the first of February, a short supply of domestic sizes, and no great surplus of large sizes. While the free burning coals have been selling very low in New York, there has been a good demand for hard Lehigh coals at considerably higher prices. For the first time in many years we have derived a profit from our coal business in January, and look for equally good results in February, and railroad earnings have been larger than usual at this season.

Our coal property, which has been in charge of our superintendent and engineer, Mr. Joseph S. Harris, since May 1st, 1877, is in better condition than ever before, and we have a larger amount of coal opened than usual. Cost has been reduced and preparation improved, and the reputation of our product for both quality and preparation was never higher. The five collieries now in operation will have a productive capacity of 8,000 tons a day as soon as spring opens, and we have no doubt that we can sell this quantity of coal at fairly remunerative prices, as the steady operation of the mines at their maximum capacity will keep down the cost. If the demand should exceed the product of the five collieries we can increase the output at small outlay and without delay by starting one more colliery.

Our Selling Department, under the management of Mr. E. Hill, in Philadelphia, with Mr. F. A. Potts as Sales Agent in New York, is efficiently organized, and is prepared to dispose of a large

product at the best prices the market will afford.

Our operators are all increasing their shipments of coal, and the Receiver of the railroad company is disposed to deal liberally with them in his charges for transportation, so that they can meet the competition of operators sending by other lines. He is also about making a very considerable addition to his equipment of coal and freight cars. With the augmented tonnage of our railroads, the revenue therefrom, which is estimated on their gross receipts, will be materially increased, as compared with the last two years.

Our canals are in excellent condition under the management of Mr. J. T. Stockett, Superintendent, who is preparing to transport the large increase of tonnage that will be offered when navigation is resumed.

Without losing sight of the severe competition and low prices which must result from the unrestricted production of coal from mines capable of meeting a demand for thirty to forty per cent more than is likely to be wanted during this year, we enter upon the contest with confidence that the superior quality of the coals produced by our operators, their individual ability and energy in mining and selling coal, and the hearty co-operation of the transporting interest, will give us a larger share of the market than heretofore, with more satisfactory financial results.

By order of the Board of Managers.

E. W. CLARK, President.

Sabine Pass and Northwestern Railroad.

At the annual meeting of the Sabine Pass and Northwestern Railroad Company, held at Dallas, Texas, on the 15th of January, the following gentlemen were chosen directors for the ensuing year: J. Burwell, A. W. Acheson, H. J. Snow, J. R. Jones, W. G. Bell, Texas; J. H. Rice, Washington; S. H. Robbins, Allentown, N. J.; W. B. Hotchkiss, New York; Baron de Pardonette, Paris, France. The board elected J. Burwell President, W. G. Bell Vice President, S. H. Robbins Secretary, J. H. Rice Treasurer. It was voted by the stockholders to ratify the contract made with C. O. Campbell and W. B. Hotchkiss for the construction of the road. They are to build at once the section of the road from Lawrence, Texas, to Kauffman, 22 miles, and are also to begin work on the grading at the Sabine Pass, working thence northward.

The Belair (Md.) Eagle says that work has been commenced on the Baltimore and Delta Narrow Gauge Railroad at Gross' Mill, near Forest Hill, and that a large force will soon be set to work. The collector for the company, reports that a good feeling exists in relation to the enterprise along the entire route, and that subscriptions are being paid cheerfully. The directors have decided to locate the road from Hagle's, Baltimore county, fifteen miles from Belair, by way of Gitting's Mills, to Fallston, Harford county. The right of way has been secured on liberal terms.

Mr. George H. Watrous, of New Haven, Conn., has been elected President of the New York, New Haven and Hartford Railroad Company, vice Mr. W. D. Bishop, resigned. Mr. Bishop's resignation takes effect March 1, when Mr. Watrous will assume control of the road. Mr. Bishop will still remain on the board of directors.

The reopening of the Delaware Shore railroad took place on the 18th inst., a number of persons participating in the ceremonies, at Pennington, opposite Wilmington. An excellent dinner was provided, the arrangements being under the

charge of Thomas L. Ogden, Esq., the receiver of the road.

American Cars Abroad.

City Passenger Railroads, or tramways as they are called in England, have increased very rapidly, although they were not liked at first outside of the United States. JOHN STEPHENSON, who built the first street car, has lived to see nearly 400 street railroads established in this country. His first foreign shipment was in 1858, to Batavia, (Java,) and since then his cars have been employed in many far-off lands. An attempt to introduce them into London years ago incited a riot, in which the rails were torn up and great excitement caused. But now the American cars are running in the British metropolis, at Liverpool, Nottingham, Leeds, Wolverhampton, Hull and Birkenhead, in England. They have been established throughout Canada, being much liked at Montreal, Quebec, Toronto, Hamilton, Ottawa, St. John, Halifax; the Cape of Good Hope, the only point in Africa; at Christ Church, Dunedin, and Wellington, in New Zealand; at Bombay, in India, at Kingston, in Jamaica; at Adelaide, Port Adelaide, and Gamberton, in South Australia; and are soon to be at Melbourne, Sidney, Hobartstown, and Tasmania, in New South Wales. They are to found in Calais and Paris, and are very popular at Berlin, Moscow, St. Petersburg, Vienna, Stockholm, Christians, Hamburg, Bremen, Ghent, Amsterdam, Brussels, and most of the cities of Europe and South America.

Chicago, Burlington and Quincy Railroad.

The gross earnings, expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the years ending December 31, 1877 and 1878, were as follows:

	1877.	1878.
Gross earnings...	\$12,479,286 39	\$14,113,503 06
Expenses.....	6,806,285 84	7,641,195 63

Net earnings.. \$5,673,050 55 \$6,472,307 43
—showing an increase in gross earnings of \$1,634,216 67, in expenses of \$834,959 79, and in net earnings of \$799,256 88.

Judge Baxter, of the United States Court, has appointed Thomas J. Latham Receiver to take charge of the effects of the City of Memphis, including unpaid taxes amounting to nearly \$8,000,000, with power to collect by garnishment or otherwise. All of the creditors of the city are ordered to make themselves parties to the action and file claims on or before the third Monday in May next. The appointment was made on bills filed by Myers & Sneed, attorneys representing nearly \$2,000,000 of claims against the city. Other creditors have consolidated causes, making the total amount of claims over \$2,500,000.

The Kanawha (W. Va.) Gazette says that the Chesapeake and Ohio Railway Company last month put on record in Kanawha county mortgage for \$17,000,000 and \$10,000,000, whereby it intends to raise money and extend its western connection to Cincinnati and other western cities, and also to extend its eastern connection to some point on or near the Chesapeake bay.

The first through train on the Quebec, Montreal, Ottawa and Occidental Railway arrived at Ottawa on the 11th inst.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,061	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,530,359
1876.....	117,417	144,133	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,529
1877.....	184,854	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,832	335,678	246,778	2,679,108
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	421,000	445,000	436,000	323,500	3,930,948
1879.....	315,500												
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	73,435	71,605	69,357	73,309	113,625	194,226	171,533	138,995	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,977	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,507
Central Pacific:													
1875.....	963,939	906,159	1,136,263	1,366,994	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,936	1,338,209	17,021,016
1876.....	994,339	1,017,904	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,659	1,484,232	1,391,867	1,363,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	1,543,000	1,438,000	17,752,363
1879.....	1,143,000												
Chicago and Alton:													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,366	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	563,728	447,125	480,869	414,239	359,248	4,704,681
1879.....	341,075												
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,637	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,609	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,007,891	1,004,194	994,864	1,138,474	1,346,003				1,315,796	1,566,859	1,236,412	1,114,555	14,528,653
1879.....	1,044,230												
Chicago, Burl. & Quincy													
1877.....	876,835	871,768	898,065	960,198	917,447	957,734	899,300	1,330,248	1,363,310	1,290,114	1,232,118		12,479,236
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,487	1,632,207	1,382,123	1,368,348	1,996,082		14,113,503
Chicago, Mil. & St. Paul:													
1875.....	537,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1876.....	375,554	403,853	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1877.....	705,865	668,000	663,000	785,000	799,000	636,000	648,000	523,000	677,000	823,000	809,029	716,468	8,451,767
1879.....	592,000												
Clev. Col. Cin. & Ind.:													
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,370	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083		
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,670	122,863	117,804		
Hannibal & St. Joseph:													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044												
1879.....	135,423												
Illinois Central:													
1874.....	523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,891	602,505	715,899	613,446	718,101	816,058	773,092	679,434	7,802,556
1876.....	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,103	430,557	464,523	482,163	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	624,659	500,027	542,471	593,352	594,168	536,110	589,863	660,697	615,629	632,236	609,313		
1879.....	551,154												
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,552	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,980	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,197,992	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	798,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
Philadelphia and Reading:													
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,370	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,931
1876.....	619,631	553,201	696,430	1,393,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	931,991	1,160,898	1,151,795	1,097,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,431	12,556,239
1878.....	610,769	482,233	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,003	264,900	252,643	252,891	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878.....	389,400	341,900	349,900	287,200	270,329	253,000	290,200	359,100	416,800	577,200	533,700	473,110	4,518,236
St. Louis, Kans. C. & North'n:													
1875.....	212,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	229,879	271,230	236,237	236,082	229,333	218,479	255,835	233,990	228,124	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,020	227,178	171,866	193,228	302,026	321,180	347,940	312,333	258,685	3,150,477
1878.....	264,289	234,661	299,825	248,532	255,133	205,733	237,829	309,103	321,362	347,172	312,592	279,905	3,317,816
1879.....	256,519												
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	79,805	74,809	70,599	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,732
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,459
1877.....</													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	119
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1894	91
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1899	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1111	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	1031	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1899	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1890	104
Albany Loan.....	933,000	6	"	"	1895	....	367,200	6	"	"	1890	....
Cohsol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	97	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	39
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	341
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	113	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	100	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	27	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	113
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1890	113
1st Mort. guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	1001	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	108
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	117
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ams.	1891	..	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Athol and Nebraska:							1st Mort. (gold) end. by G. & A. fr.	3,630,000	6	Apr. and Oct.	New York.	1900	....
1st Mortgage.....	3,760,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1895	....
Athol, Topeka and S. & S.:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	1141	General Mortgage.....	680,000	7	Jan. & July.	New York.	1898	....
Land Grant Mortgage (gold).....	3,365,000	7	April & Oct.	Boston.	1900	1144	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bos.	1879	1111	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,385,000	7	April & Oct.	Boston.	1903	1151	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1892	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	"	1896	116
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	111
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	98
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	98	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	731
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis) ..	150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000..	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1898	115
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	286,500	8	April & Oct.	N. Y. & Bos.	1879	104
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1899	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,677,000	8	Jan. & July.	N. Y. & Bos.	1894	117
1st Mort. (So. Pac. R.R. assumed)	1,188,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1897.....	600,000	8	"	Boston.	1893	113
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Calro and Fulton (Arkansas):						
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Calro and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1863.	454,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864.....	1,800,000	6	April & Oct.	"	1884	....	Calro and Vincennes:						
3d Mortgage (sterling) of 1871.....	715,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	Apr. & Oct.	N. Y. & Lond.	1906	....
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1899	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1899	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,800,000	6	Jan. & July.	.....	1891	....
Loan of 1860-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	1011	Camden and Amboy:						
Loan of 1885-'95.....	1,710,000	6	April & Oct.	"	1886	1071	Loan of 1888.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1865-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1899.....	806,000	6	June & Dec.	Princeton.	1869	102
Loan of 1870-'95 (stk.) skg fund.	3,278,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1872-1902 (stk.) S. F.....	9,029,852	6	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,980	6	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (stk.) S. F.....	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	118
1st Mort. (tunnel) gold guar.....	1,400,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	104
1st Mortgage (R. R.) gold guar.....	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	105
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	401
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	96
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	106	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	101	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1910	107	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,800,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Governm't security.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1905	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	106	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	116	1st Mort. (La Crosse Division.)	6,800,000	7	Jan. & July.	New York.	1893	110
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	110
Loan of Loh. O. & Nav. Co. (guar'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	....	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	103	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	108
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	106	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	109
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	"	"	1899	104
1st Mort. 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	109	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	122
Convertible 20 years bonds, gold	1,482,000	7	"	"	1883	102	2d Mort. (")	1,315,000	7.5	"	"	1898	108
State Aid B'ds (Int. by State) gold	1,600,000	7	"	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	"	1902	109
2d Mort. (Governm't Subsidy)	27,845,680	6	"	U.S. Treasury.	'95-'99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	104	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100
1st Mort. (Calif. & Oregon) gold	5,000,000	6	"	"	'88-'92	98	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	8	"	"	1890	....	Consol. Mort. for \$35,000,000....	5,861,000	7	Jan. & July.	"	1905	103
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	"	1900	101	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	8,704,000	6	"	"	1900	100	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1885	108
Central Vermont:							General 1st Mortgage (193 m.)	3,477,500	7	"	"	1885	108
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	708,500	7	May & Nov.	"	1885	106
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	25	Appleton Ext. (23 m. & 76,000 ac.)	115,000	7	Feb. & Aug.	"	1885	106
1st Mort. (Stam. Shuff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	106
Income and Extension Bonds...	1,008,000	8	May & Nov.	"	1902	25	1st Mort. (Gal. & Chi. U.) 243 m.	1,690,000	7	"	"	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	49	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	28	Mississippi River Bridge.....	168,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	5	Jan. & July.	"	1891	26	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	116
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. ssk fund (C. & N.W.R'y)	4,093,000	7	F. M. A. & N.	"	1915	119
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds.....	12,348,000	7	June & Dec.	"	1902	108
Chesapeake and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1896	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$26,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw'n (C.B. & Q.)						
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage ssk fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1895	109
Cherry Valley, Sharon and Alb:							New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	"	1917	113
1st Mort. con. guar. by A. & R. Co.	300,000	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C. R. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) ssk fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,426,000	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Uhliloth and Brunswick:						
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Unshure:							1st Mort. guar. by B. & O. & M. & C.	400,000	7	Jan. & July.	Baltimore.	1900	90
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'98	100	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1863.....	1,213,000	7	May & Nov.	New York.	1890	101
1st Mort. guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	406,000	7	Jan. & July.	"	1885	....
Chester and Tamaroa:							Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1905	....
1st Mortgage.....	680,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chicago and Alton:							1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	105	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	75
Consol. Bonds (£200 stg. each).	4,379,450	6	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	109	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mort. guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	1,851,000	7	Feb. & Aug.	"	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage ssk fund.....	2,570,000	8	Jan. & July.	New York.	1883	112	Cincinnati, Richmond & Chicago:						
Trust Mortgage, ssk fund conv.	160,000	8	"	"	1888	....	1st Mortgage guar. by C. H. & D.	580,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	2d Mortgage " " " "	65,000	7	"	"	1889	....
Loan of 1872.....	1,918,478	7	Jan. & July.	Boston.	1896	117	Cinc. Rich. & Ft. Wayne (G.R. & L.):						
Bonds of 1875, Sinking Fund...	448,000	5	June & Dec.	"	1895	98	1st Mortgage gold, guar						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Cleveland and Pittsburg (Pa. Co.):	\$							Detroit & Bay City (Mich. Cent.):	\$						
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	...		1st Mort. (\$424,000 guar.).....	2,830,000	8	May and Nov.	New York.	1902	70	
4th (now 3d) Mortgage guar.....	1,096,000	7	" "	" "	1892	110		Detroit, Eel River and Illinois:							
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	116		1st Mortgage for \$22,000 p.m....	1,061,000	8	Jan. & July.	New York.	1891	...	
Clev., Painesville & Ashtabula:								2d Mortgage.....	500,000	7	May and Nov.	" "	1893	...	
Regist'd b'de (ass'd by L&M.S.)	1,000,000	7	Jan. & July.	New York.	1890	103		Detroit, Hillsdale and Indiana:							
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	115		1st Mort. \$18,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	...	
Cleveland and Toledo:								2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1891	...	
1st Mort., a.f. (ass'd by L&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	109 1/2		Detroit, Lansing and Northern:							
2d Mortgage (")	849,000	7	April & Oct.	" "	1896	169 1/2		1st Mortgage.....	1,997,000	7	Jan. & July.	Boston.	1907	101 1/2	
Celebrookdale:								1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1899	...	
1st Mort. guar. by Ph. and Rdg.	534,700	6	June & Dec.	Philadelphia.	1898	40		2d Mort. (")	81,000	8	May & Nov.	" "	1890	...	
Colorado Central (3 ft. gauge):								Detroit & Milwaukee (Gt. W. of Ca.):							
1st Mortgage.....	225,000	8 1/2	June & Dec.	Boston.	1899	...		1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	...	
Columbus, Chicago & Ind. Cent.:								2d Mortgage (")	1,000,000	8	" "	" "	1876	...	
1st Mortgage Consol. skg fund...	15,344,750	7	April & Oct.	New York.	1903	62		1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1878	...	
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1906	201		2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	...	
Income convertible.....	3,893,000	7	" "	" "	1890	...		1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1879	...	
1st Mort. (Ohio. and Gt. Eastern)	461,000	7	April & Oct.	" "	1892-96	...		2d Mort. (")	100,000	7	Jan. & July.	" "	1878	...	
2d Mort. (")	344,400	7	Jan. & July.	" "	1890	...		3d Mort. (")	250,000	8	Feb. & Aug.	" "	1896	...	
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	...		Bonds of Sept. 1, 1896.....	110,000	7	March & Sept.	" "	1896	...	
1st M., a.f. (")	39,950	7	May & Nov.	" "	1896	...		Bonds of June 30, 1896.....	1,702,317	6 1/2	Jan. & July.	" "	1896	...	
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...		Detroit, Mon. & Tol. (L.S. & M.S.):							
2d Mort. (")	821,000	10	May & Nov.	" "	1904	...		1st Mortgage Aug. 1, 1896.....	924,000	7	Feb. & Aug.	New York.	1906	111 1/2	
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	...		Dixon, Peoria and Hannibal:							
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	...		1st Mort. guar. by C. B. and Q.	563,506	8	Jan. & July.	New York.	1899	101 1/2	
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	...		Dubuque and Sioux City:							
Income (")	74,024	7	" "	" "	1890	...		1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104 1/2	
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	...		1st Mortgage 2d division.....	586,000	7	" "	" "	1894	105 1/2	
Columbus, Springfield and Cin.:								Dubuque Southwestern:							
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	...		1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	...	
Columbus and Hocking Valley:								1st Mortgage, preferred.....	75,500	7	Jan. & July.	" "	1883	...	
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	...		Dunkirk, Allegheny Val. & Pittsb.:							
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	...		1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	...	
General Mortgage.....	684,900	7	" "	" "	1892	...		Dutchess and Columbia:							
Columbus and Xenia:								1st Mortgage Jan. 1, 1896.....	1,500,000	7	Jan. & July.	New York.	1903	...	
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	...		East Alabama and Cincinnati:							
Connecticut and Passumpsic Riv.:								1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	105		East Brandywine & Waynesboro:							
Coupon Notes.....	123,000	7	June & Dec.	" "	1891	100		1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	...	
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83 1/2		East Pennsylvania (Ph. & Rdg.):							
Connecticut River:								1st Mortgage, guaranteed.....	408,900	7	March & Sept.	Philadelphia.	1888	112 1/2	
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1875	...		East Tennessee, Virginia & Ga.:						
Connecticut Valley:								1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	99	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	...		2d Mortgage.....	190,000	4	" "	" "	1892-97	...	
Connecticut Western:								Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	...	
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20		Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...	
Connecting (Philadelphia):								Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	1890-95	...	
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4.	112		Company Bonds (" new)	135,400	6	" "	" "	1876	...	
Cooperstown and Susq. Valley:								Eastern (Mass.):							
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	...		1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1890	90 1/2	
Cowanesque Valley:								Loan of 1897.....	.....	7	" "	" "	1897	...
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	...		Loan of 1898.....	.....	6	" "	" "	1898-99	...
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	...		Loan of 1899.....	.....	6	May & Nov.	" "	1899	...
Cumberl'd & Penn. (Consol. Coal):								Ten year coupon notes.....	.....	7	" "	" "	1892	...
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	...		Ten year coupon notes.....	.....	7	" "	" "	1893-94	...
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	...		Sinking Fund Bonds.....	.....	7	May & Nov.	" "	1884	...
Cumberland Valley:								Sterling Sink. Fd. Bonds.....	3,040,200	6 1/2	March & Sept.	London.	1893	...	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...		Certif. of Indebt. Sept. 1, 1876..	12,675,000	3 1/2	" "	Boston.	1906	69 1/2	
2d Mortgage.....	109,500	8	" "	" "	1903	...		Eastern Shore (Md.):							
Plain bonds.....	81,800	6	" "	" "	1884	...		1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	
Danbury and Norwalk:								2d Mortgage.....	200,000	6	April & Oct.	" "	1886	...	
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	...		Elizabethtown and Paducah:							
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	...		1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	...		Elmira and Williamsport (N. Cen.):							
Danv., Hazleton & Wilkesbarre:								1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	103 1/2	
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40		Income Mortgage guaranteed ..	870,000	6	April & Oct.	" "	1892	62 1/2	
2d Mortgage.....	300,000	7	" "	" "	1885	...		Erie Railway:							
Danv., Urb. Bloom'gton & Pekin:								1st Mortgage, extended.....	2,485,000	7	May & Nov.	New York.	1897	118 1/2	
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1900	...		2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	106 1/2	
Davenport and St. Paul:								3d Mortgage.....	4,852,000	7	" "	" "	1883	111 1/2	
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	...		4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1890	106 1/2	
Dayton and Michigan (C.H. & D.):								5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112 1/2	
1st Mortgage sinking fund guar.	1,848,000	7	Jan. & July.	New York.	1881	...		Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	...	
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1884	...		Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	...	
3d Mortgage, guar.....	381,000	7	April & Oct.	" "	1888	...		1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	" "	N.Y. & London.	1920	...	
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1896-94	...		2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	...	
Dayton and Union:								Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	...	
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	...		Erie and Pittsburg (Penn.):							
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...		1st Mortgage.....	292,280	7	Jan. & July.	New York.	1882	...	
Income Bonds.....	252,445	6	" "	" "	1879	...		2d Mortgage.....	92,800	7	April & Oct.	" "	1890	...	
Dayton and Western (L. M. R.R.):								Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1893	65 1/2	
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	...		Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	...	
1st Mortgage (").....	495,000	6 1/2	Jan. & July.	" "	1905	...		European & N. American (Me.):			</				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	415,000	7*	April & Oct.	Philadelphia	1890	112
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	103
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	28
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)..	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1894	....
1st Mort. (North Shore).....	140,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,504,000	5*	"	"	1902	....
1st Mort. (Whitestone & W.)..	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,007,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstown & Gloversville:							1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
Frammingham and Lowell:							2d Mortgage.....	1,600,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	92	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Lanes:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Freemont, Elkhorn & Mo. (S. & P.):							2d Mortgage guar. by Pa. R. R.	1,460,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	International and Gr. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	76
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	108	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv. Harrisburg & San Antonio:							1st Mortgage (House & Gt. N. R. R.)	4,211,000	7*	Jan. & July.	"	1900	74
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	22
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,403,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-78	86
Georgia (and Banking):							Equipment Bonds, registered...	375,000	10	"	"	1888	....
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Illinois, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	1892	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Cohen and Deekertown (Eric):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	83
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	97	Ionia and Lansing (D. L. & L. M.):						
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	85	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	110
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1888	101	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	94	1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	109
Grand Trunk (Ca.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$15,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	113
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Provincial Debenture \$3,111,500	15,557,500	....	"	Ottawa.	....	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	99
Great Western of Canada:							1st Mort. (Northern Extn.) guar.	687,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (238 m.)	2,001,000	8	March & Sept.	"	1891	92
Mortgage Bonds \$547,000.....	2,736,000	5	April & Oct.	"	77-78	....	Jacksonville, North West & S. East:						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1880	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,160...	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, Pennac. and Mobile:						
Great Western Railway of 1859:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T. W. & W.	2,600,000	7	Feb. & Aug.	New York.	1888	106	2d Mortgage.....	2,000,000	8	"	"	1890	....
2d Mort., " " " " " "	2,600,000	7	May & Nov.	"	1893	81	Jamestown & Frank (L. S. & M. So.):						
Green Bay and Minnesota:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
1st Mortgage.....	3,300,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenville and Columbia:							Jefferson (Eric):						
1st Mortgage guar. by S. Car.....	1,428,546	7	Jan. & July.	Columbia.	81-86	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage not guaranteed....	378,756	7	"	"	81-86	....	2d Mort. (") " " " "	84,000	7	"	"	1889	....
Greenwich and Johnsonville:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	Jeffersonville, Madison & Indian:						
Gulf, Western Texas and Pacific:							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1908	....
1st Mortgage (Construction)...	1,385,000	7*	Jan. & July.	"	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal and Naples (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	33	Jersey City and Albany:						
2d Mortgage.....	235,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal & Cent. Mo. (T. W. & W.)							1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	99	Joliet and Chicago (C. & Alton):						
2d Mortgage.....	250,000	7	"	"	1892	70	1st Mortgage skg fund guar....	335,000	8	Jan. & July.	New York.	1882	106
Hannibal and St. Joseph:							Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-94	105	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	87-88	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	110	Junction and Breakwater:						
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,400,000	10	Jan. & July.	"	1886	113	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (277 m.)	1,850,000	7	April & Oct.	"	1888	....	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Hartford Extension:							Kalamazoo and Schoolcraft:						
1st Mortgage.....	4,000												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1896	114 1/2	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	1897
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	110	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	"	1897
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	96	2d Mortgage for \$1,000,000....	378,000	8	April & Oct.	"	"	1900
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1911-70	110	Louisville Loan.....	100,000	6	Jan. & July.	"	"	1891
1st Mort. (2,000,000 acres) gold..	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	40 1/2	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	"	1891-78
2d Mort. (") gold..	1,500,000	7*	March & Sept.	"	1896	25	1st Mort. (Louis, Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	42	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	1891
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	1906-07	100	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	100	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	97
Kent County (Del.)							Mort. main office lot & buildin.	80,000	7	"	"	"	1893
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	"	1901-96
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	100
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	100	1st Mort. (Memp. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	"	1902
3d Mortgage.....	237,000	7	June & Dec.	"	1885	100	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	"	1896
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	"	1896-97
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	90 1/2	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	"	1896
Funded Interest.....	254,300	8	"	"	1884	100	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99 1/2
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100 1/2	1st Mortgage gold, \$25,000 p. m.	2,375,000	7*	Jan. & July.	New York.	1892	100
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	100	1st Mortgage endby Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	100
Lat. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed....	100,000	7	"	"	"	1887
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	"	1879
Lat. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	100
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	"	1900
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	100	2d Mortgage.....	1,100,000	7	April & Oct.	"	"	1889
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	100	Equipment Mortgage.....	150,000	7	"	"	"	1879
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,435,200	7*	Jan. & July.	New York.	1897	100	1st Mort., guar. by Chl. and Sup.	600,000	70	April & Oct.	New York.	1890	100
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	100	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	99 1/2
Consol. Mort. S.F. Reg'd. U.S.	7,928,000	7	J. A. J. & O.	"	1900	117	\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	"	1898
Consol. Mort. S.F. Coupon.....	3,204,000	7	Jan. & July.	"	1900	117 1/2	Extension (gold) Loan.....	496,500	6	April & Oct.	"	"	1900
2d Consol. Mort. for \$25,000,000.	9,208,000	7	June & Dec.	"	1903	110	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	100
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	"	1882	110	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	1900-91	96
Lake Shore Dividend Bonds.....	1,393,000	7	"	"	1899	115 1/2	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	100
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	100	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93 1/2
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	100	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	"	1876
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	100	1st Mort. (Leads & Farmington)	633,000	6	Jan. & July.	"	"	1901
2d Mort. (") " " " "	1,595,000	7	Jan. & July.	"	1877	100	Bath (Androscooggin) Loan.....	425,000	6	"	"	"	1891
1st Mort. (Cleveland & Toledo)	819,000	7	April & Oct.	"	1886	100	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	200,000	7	Jan. & July.	"	1882	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	100	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	2,844,000	7	April & Oct.	"	1898	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	88
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	100	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	93
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	100	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	"	1896
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	100	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	"	1900
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	100	4th Mortgage.....	2,004,000	8	April & Oct.	"	"	1908
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	100	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	"	1889
1st M. (Jamestown & Franklin)	422,000	7	"	"	1894	100	Marietta, Pittsburg & Cleveland:						
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	100	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	100
Lake Shore & Tuscarawas Valley:							Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	100	1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	99 1/2
2d Mortgage, for \$1,000,000....	698,000	7	"	"	1901	100	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	"	1892
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	100	Consolidated Mortgage.....	1,454,000	8-10	Various	"	"	1902-03
Lake Superior & Mississippi:							Massachusetts Valley (C. & P. R.):						
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1880	90
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	100	Maryland and Delaware:						
Income Bonds.....	3,200,000	10	"	"	1902	100	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	100
Lawrence (P. Ft. W. & Chl.):							2d Mortgage.....	150,000	6	June & Dec.	"	"	1889
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	100	Massillon & Cleve. (C.M. V. & D.):						
Leavenworth, Atch. & N. West'n:							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	100
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	100	Maysville and Lexington:						
Leaven, Lawrence & Galveston:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	100
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	Memphis and Charleston:						
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	100	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	98
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	100	2d Mortgage.....	1,000,000	7	Jan. & July.	"	"	1895
Lehigh and Lackawanna:							Tennessee State Loan.....	1,314,142	6	"	"	"	1900
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	100	Income Bonds.....	800,000	10	March & Sept.	"	"	1902-78
Lehigh Valley:							Memphis and Little Rock:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	114	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	100
1st Mortgage (") reg'd.....	5,000,000	6	"	"	1898	112 1/2	2d Mortgage.....	1,000,000	8	"	"	"	1900
2d Mortgage for \$8,000,000....	6,000,000	7	March & Sept.	"	1910	120	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	101 1/2	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	90
General Mort., registered.....	5,000,000	6*	"	"	1922	102	Michigan Central:						
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1892	100
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	100	1st Mortgage sinking fund conv.	2,179,000	8	"	"	"	1892
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.)	\$						N. O., Jack. & Gt. N. (N. O. St. L. & C.)	\$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	75	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N. O. St. L. & Chi.)							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	3,704,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouachita & Red Riv.							1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.)						
Mississippi and Tennessee:							1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R.						
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
Mississippi Valley and Western:							Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	592,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	162,000	6	"	"	1883	103
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	"	1887	108
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	109
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1889	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tebbo & Neesho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	123
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	581	1st Mort., reg'd }			"	"	1903	123
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	New Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	....	New York and Harlem:						
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	123
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	83	Consol. Mort. of 1872, reg...			"	"	1900	122
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York Elevated:						
Mobile and Girard.							1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	103
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	33,500	8	"	"	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mortgage for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Hartford & Portchester)	2,000,000	7	"	New York.	1903	....
Mobile and Ohio:							New York and New England:						
1st Mortgage Sterling.....	5,698,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st mortgage, old.....				Boston.	1884	....
Interest bonds.....	1,624,300	8	"	"	1883	....	1st mortg. - ge, new.....	400,000	7	Jan. & July.	"	1905	110
Sterling Interest bonds.....	769,920	8	"	"	1883	....	New York and Oswego Midland:						
Tennessee Substitution Bonds..	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York	1894	....
Special Mort. (Gainesville Br'h)	58,000	8	May & Nov.	Mobile.	1887	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1896	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.....	1,182,000	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	....
Convertible 9 per cent. bonds.....	977,550	6	M. J. S. & D.	New York.	....	....	1st Mort., (West. Extension).....	2,425,000	7	"	"	....	....
Montclair (N. Y. and O. Mid.):							Consolidated Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	Extension Bonds.....	50,900	6	May & Nov.	New York.	78-'81	....
Income Mortgage.....	888,400	7	"	"	....	....	General Mort. for \$1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	167,000	8	"	"	1877	55
Montgomery and Eufaula:							2d Mortgage.....	464,000	8	"	Norfolk.	1893	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	380,000	8	June and Dec.	"	1900	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	282,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	121	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	107	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	109
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	81	North Pennsylvania:						
Construction bonds.....	673,000	7	Feb. and Aug.	"	1889	86	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
Gen'l M. (1st on Bontoon Br. gr.)	4,991,000	7	April & Oct.	"	1901	106	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	118
Special Mortgage.....	1,025,000	7	"	"	1915	98	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	110
Consol. mort. for \$25,000,000 guar.	3,239,000	7	June & Dec.	"	1915	98	North Shore (Flush., N. S. & Cent.):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-'83	....	Northern Central:						
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	81-'91	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
New Mortgage.....	4,700,000	7	"	"	1913	98	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	106
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	106
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1890	101	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	100
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Nashua and Lowell.							Consol. Gen. Mort. S. F. Coup.	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103	Consol. General Mort. Coupon.	1,635,000	6*	Jan. & July.	"	1894	....
Newark & New York (O. of N. J.):							Second General Mort. coupon.	8,000,000	6	"	Baltimore.	1926	55
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Second General Mort. coupon..	1,000,000	6	"	"	1926	....
Newark, Somerset & Stratsville:							Northern New Jersey (Erie):						
1st Mortgage gold.....	860,000	7*	May & Nov.	New York.	1889	98	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R. R. & lands gold..	4,000,000	7.3*	Jan. & July.	New York.	1900	36
New Issue for \$360,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	Northwestern Union (O. & N. W.):						
New H. Middle'n & William:							1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & E.):						
2d Mortgage.....	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	400,000	7	March & Sept.	"	1897	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	70-'82	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Holyoke and Westfield bonds..	200,000	7	"	"	1891	....	Ogdensburg and Lake Champlain:						
New Jersey Midland (N. Y. & O. M.):							Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Equipment Mortgage.....	300,000	8	"	"	1879	94
2d Mortgage.....	1,500,000	7	"	"	1881	....	Sinking Fund Bonds.....	394,000	8	March & Sept.	"	1890	99
New Jersey and New York:							Ohio and Mississippi:						
1st Mortgage.....	500,000	7*	March & Sept.	N. Y. & Lond	1893	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	111
New Jersey Southern:							Consolidated S. F. Mortgage....	3,478,000	7	"	"	1898	110
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	86	Consolidated Mort., Sterling.....	112,000	7*	"	London.	1898	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	95
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	"	1903	....	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
Income Mortgage.....	710,000	7	"	"	1891	....	1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	"	1906	....
New Jersey West (Ida):							Old Colony:						
1st Mort. acid. for \$3,000,000....	1,300,000	7	May & Nov.	New York.	1900	....	Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1898	107
New London Marine (O. S. V.):							Plain Bonds.....	32,000	6	"	"	1884	59
1st Mortgage.....	307,000	8	April & Oct.	New York.	1885	104	Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	590,000	7	April & Oct.	Philadelphia.	1896	84	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	103 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	100
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	231,900	7	April & Oct.	Philadelphia.	1900	68
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	113 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage gold.....	10,960,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	103 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oakosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	123 1/2
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	116 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1883	105 1/2	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	105 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	116
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1886	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	600,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	104
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, etc. \$597,800.	2,903,303	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1893	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogden (Me. & N. H.):						
Pemberton & Hights. (U. O. of N.):							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	249,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdenburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	40
2d Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	" "	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1891	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	164 1/2	1st Mort. (Portland Loan) sfg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	111	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	102	Port Royal (S. C.):						
State lien for \$7,500,000, sfg fd	4,572,110	5	April & Oct.	Philadelphia.	177-90	....	1st Mortgage gold, sfg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	75 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	118	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val. (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guaranteee..	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	111 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg.):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	179-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,783,500	7	May and Nov.	" "	1921	110
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$5,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							1st Mortgage State Loan, sfg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	116	1st Mort. (Peldmont Branch).....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	107	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1889	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	109 1/2	Consolidated Mortgage.....	1,766,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	246,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,607	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,266,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	8	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	2d Mort.	200,000	7	"	"	1889	....
Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	111	1st Mort. endor. by Ala. gold....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	82 1/2	Sterling Mort., guar. by L. & N.	21,632,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	46	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	....	1st Mortgage gold, assumed.....	7,194,500	6*	Jan. & July.	New York.	1888	94 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.).....						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	102
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	111	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	65 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	107 1/2
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	79 1/2
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	3d preferred bonds.....	452,500	6	"	"	'84-'90	68 1/2
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & Northn:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	Southern of L. L.						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1895	102 1/2	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	20 1/2
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,892,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	58,000	7*	"	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscookee) conv.....	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	61 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	7*	"	"	1906	38 1/2	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watb.) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,766	7	June & Dec.	"	1892	....	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lande.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lande.	8,500,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000		7*	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah, Griffin & North Ala:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	106
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Onondago Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tobo and Neesho (M. K. & T.):						
Beholdercraft & Three R. (LS & MS):							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma and Gulf:							Texas and Pacific:						
1st Mort. (Guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	96 1/2
Selma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1906	92 1/2
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1880	....	Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	20
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1884	95
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1895	95
1st Mortgage, on road and lands.	2,900,000	7*	Jan. & July.	Philadelphia.	1901	100 1/2	2d Mortgage (").....	1,300,000	7	April & Oct.	"	1	

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage sfg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103 1/2
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	108
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	92 1/2
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	104 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	100
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1898	99 1/2
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6 1/2	Jan. & July.	N. Y. & Bos.	94-99	109 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	113 1/2	1st Mortgage for \$5,000,000.....	8,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	37,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	115	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling.....	2,225,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6 1/2	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	98
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107 1/2
1st Mortgage gold, sfg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold sfg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	36	1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	19
Sterling Loan \$369,200 (U. Co's)	1,848,000	6 1/2	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6 1/2	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1893	....
Loan of 1894 Sfg. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	7	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A.)	1,310,000	6 1/2	Feb. and Aug.	"	1883	103 1/2	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	29 1/2
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	103 1/2	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	108 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	114 1/2	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	101
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	105 1/2
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	100
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7 1/2	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,200	7 1/2	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	147	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	"	"	81-87	....
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	98 1/2
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	70
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6 1/2	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A.M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	44
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L.C. & N.):						
2d Mortgage.....	990,000	6	"	"	1884	90 1/2	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	98
3d Mortgage.....	969,000	6	March & Sept.	"	1900	103	Delaware and Hudson:						
Registered Certificates.....	54,191	8	Jan. and July.	"	1875	....	1st Mort. { 2d series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1884	99 1/2
Funded Interest.....	226,900	8	"	"	1880	....	reg. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	99 1/2
Walkkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	102
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	763,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,560	6	March & Sept.	"	1882	....
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	96
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	1st Mortgage, registered.....	5,381,938	6	J. A. J. & O.	"	1884	107
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	107 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold.....	4,658,500	6 1/2	June & Dec.	"	1897	95 1/2
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	70
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	45	Monongahela Navigation:						
2d Mort. (")	850,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	85	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	39	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100 1/2
4th Mort. (")	700,000	8	March & Sept.	"	1890	15	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage sfg fund guar.....						

[illegible]

RAILROAD SHARE LIST, including Mileage. Rolling Stock. Debts. Income, Dividends, &c., &c.

of the stock occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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[illegible]

Chicago and Pacific Railroad.

The long-pending suit of John I. Blair and others against the Chicago and Pacific Railroad Company was decided by Judge Blodgett on the 12th inst. This was a bill filed by the complainants to foreclose a mortgage given by the defendant company to the New York Loan and Trust Company, to secure the payment of 2,000 bonds of the denomination of \$1,000 each. The mortgage was in favor of a New York corporation, which, since the mortgage was made, has become insolvent and dissolved under the laws of the State of New York. The suit was therefore brought by certain holders of the bonds to enforce the trusts and lien created by the mortgage upon the railroad, its real estate, property, and franchises, the suit being in behalf of complainants and all other holders of the bonds. The court ordered the fore closure and sale of the bonds to satisfy judgment.

Statement of the Public Debt of the United States, February 1, 1879.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1855.....	\$260,000 00	\$1,083 33
5 per cent. 1851 bonds, 1861..	18,415,000 00	\$2,076 00
5 per cent. bonds, 1851 (Oregon), 1861.....	945,000 00	4,725 00
5 per cent. 1851 bonds, 1861..	189,321,350 00	\$4,608 75
5 per cent. 1851 bonds, 1863..	75,000,000 00	\$75,000 00
5 per cent. 10-40 bonds, 1864..	194,566,300 00	4,055,464 59
5 per cent. consols, 1865.....	26,085,550 00	130,427 75
5 per cent. consols, 1867.....	309,994,800 00	1,545,031 40
5 per cent. consols, 1868.....	37,435,300 00	187,328 50
5 per cent. funded loan of 1851	508,440,550 00	5,355,104 37
5 per cent. funded loan of 1861	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1867.	330,700,000 00	1,102,533 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00

Aggregate of debt bearing interest.....\$1,954,805,650 00 \$16,706,580 81

Interest due and unpaid.....5,989,238 87

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,065 00	\$64,174 81
5 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
5 per cent. bonds, 1847.....	1,250 00	22 00
5 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	5,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862.....	414,700 00	380 08
5 per cent. 5-20 bonds, called June, 1864.....	55,700 00	363 93
5 per cent. 5-20 bonds, called 1865.....	208,350 00	62,019 75
5 per cent. Consol. bonds, called, 1868.....	5,169,000 00	119,296 53
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,068 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 5 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 1-10 per cent. 3 years' treasury notes, 1861.....	16,700 00	1,141 30
5 per cent. 1 year notes, 1863.....	50,035 00	2,513 95
5 per cent. 2 year notes, 1863.....	35,250 00	2,038 15
5 per cent. compound interest notes, 1863-64.....	265,100 00	13,714 61
7 1-10 per cent. 3 years' treasury notes, 1864-65.....	160,600 00	6,665 29
5 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 45
4 to 6 per cent. temporary loan, 1864.....	3,000 00	258 06
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$6,905,680 26 \$320,732 89

DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes 1861-62.....	\$20,015 00	.....
Legal tender notes, 1862-63..	246,681,916 00	.....
Certificates of deposit.....	4,940,000 00	.....
Fractional currency, 1862-64	16,037,495 73	.....
Coin certificates, 1865.....	17,625,700 00	.....
Silver certificates.....	2,471,180 00	.....
Unclaimed interest.....	.....	8,197 03

Aggregate of debt bearing no interest.....\$422,908,105 73 \$8,197 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 5 per cent.....	\$566,839,000 00	.....
Bonds at 5 per cent.....	703,266,650 00	.....
Bonds at 4 1/2 per cent.....	250,000,000 00	.....
Bonds at 4 per cent.....	330,700,000 00	.....
Navy pension fund, 3 per cent.	14,000,000 00	.....
	\$1,954,805,650 00	\$22,095,809 48
Debt on which interest has ceased since maturity.....	6,905,680 26	320,732 89
Debt bearing no interest, viz:		
Old Demand and legal tender notes.....	\$246,743,031 00	.....
Certificates of deposit.....	40,940,000 00	.....
Fractional currency.....	16,037,495 73	.....
Coin and Silver Certificates.....	26,027,830 00	.....
	\$422,908,105 73	.....
Unclaimed interest.....	.....	8,197 03

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,408,846,826 39

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$5,989,238 87
Debt on which interest has ceased.....	6,905,680 26
Interest thereon.....	320,732 89
Gold and silver certificates.....	20,197,880 00
U S Notes held for redemption of certificates of deposit.....	40,940,000 00
Currency held for redemption of fractional currency.....	8,500,824 00
Called bonds not matured for which 4 per cent bonds have been issued.....	157,161,950 00
Cash balance available February 1, 1879..	142,672,049 91
	\$382,450,695 95

Debt, less amount in Treasury, Feb. 1, 1879, \$2,026,396,130 43

Debt, less amount in Treasury, on the 1st ult. 2,028,648,111 09

Decrease of debt during the past month.....\$2,251,980 65

Decrease of debt since June 30, 1878.....9,890,711 39

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64	\$25,886,120 00	\$129,426 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	156,182 58
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,500 00	9,852 80
St. Louis and Pacific bonds, 1862-64.....	1,623,320 00	8,111 00

Totals.....\$64,623,512 00 \$328,117 68

Interest paid by United States, \$41,773,745 22; interest repaid by transportation of mails, &c., \$10,657,023 13; balance of interest paid by United States, \$31,116,717 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Redemption of Five-Twenty Bonds.

The Secretary of the Treasury issued on the 17th inst. the eighty-ninth call for the redemption of 5-20 bonds of 1865—consols of 1867. The call is for \$20,000,000, of which \$10,000,000 are coupons and \$10,000,000 registered bonds. The principal and interest will be paid at the Treasury on and after the 17th day of May next, and the interest will cease on that day. Following are description of the bonds:

Coupon bonds dated July 1, 1867, namely; \$50, No. 85,001 to No. 90,000, both inclusive; \$100, No. 146,001 to No. 160,000, both inclusive; \$500, No. 87,001 to No. 93,000, both inclusive; \$1,000, No. 144,001 to No. 158,000, both inclusive; total coupon, \$10,000,000.

Registered bonds, redeemable at the pleasure of the United States after the first day of July, 1872, as follows: \$50, No. 3,171 to No. 3,220, both inclusive; \$100, No. 23,201 to No. 28,500, both inclusive; \$500, No. 11,301 to No. 11,450, both inclusive; \$1,000, No. 43,401 to No. 44,200, both inclusive; \$5,000, No. 13,401 to No. 14,000, both inclusive; \$10,000, No. 28,001 to No. 28,300, both inclusive; total registered, \$10,000,000; aggregate, \$20,000,000.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 18.

	W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.
Allegheny Val. 7 3-10s.....	112 1/2
7s, Income.....	112 1/2
Camden & Am. 6s, 1885.....	107 1/2
6s, 1889.....	107 1/2
Mort. 6s, 1889.....	107 1/2
Camden and Atlantic.....	107 1/2
Preferred.....	36 3/8
1st mortgage.....	37 1/2
2d mortgage.....	37 1/2
Oswawissa.....	37 1/2
Preferred.....	34 3/8
New preferred.....	35 3/8
7s, new.....	107 1/2
Del. & Bound Brook.....	107 1/2
7s.....	107 1/2
Elmira & Williamsport.....	107 1/2
Preferred.....	108 1/2
Hunt. & E. Top Mt.....	2 1/2
Preferred.....	107 1/2
2d mortgage.....	107 1/2
Lehigh Navigation.....	15 1/2
6s, 1884.....	106 1/2
Gold Loan.....	95 1/2
Railroad Loan.....	107 1/2
Conv. Gold Loan.....	107 1/2
Lehigh Valley.....	35 1/2
6s, new, coupon.....	35 1/2
6s, new, registered.....	112 1/2
7s.....	107 1/2
Consol. mort. 6s.....	41 1/2
Little Schuylkill.....	48 1/2
Minerhill & Sch. Haven.....	37 1/2
North Pennsylvania.....	37 1/2
1st mortgage 6s.....	107 1/2
2d mortgage 7s.....	107 1/2
Gen'l mort. 7s, coup.....	107 1/2
Gen'l mort. 7s, reg.....	107 1/2
Northern Central.....	107 1/2
Pennsylvania R. R. 34.....	34 1/2
1st mortgage.....	104 1/2
Gen'l mortgage.....	119 1/2
Gen'l mort. reg.....	113 1/2
Consol. mort. 5s.....	107 1/2
Penn. & N.Y. Canal 7s. 118.....	104 1/2
Penn. State 6s. 2d series.....	104 1/2
do. 3d series.....	109 1/2
do. 5s, new.....	112 1/2
Philadelphia City 6s.....	110 1/2
6s, new.....	117 1/2
Phila. and Reading.....	123 1/2
Debtenture bonds.....	115 1/2
7s, of 1893.....	115 1/2
7s, new convertible.....	104 1/2
Gen'l mortgage 7s.....	105 1/2
Gen'l mortgage, reg.....	105 1/2
Philadelphia and Erie.....	107 1/2
1st mortgage, 6s.....	107 1/2
2d mortgage, 7s.....	104 1/2
Pittsb., Cin. & St. L. 7s.....	104 1/2
Pittsb., Titusv. & Bufd.....	5 1/2
7s.....	5 1/2
Schuylkill Navigation.....	107 1/2
Preferred.....	107 1/2
6s, 1872.....	107 1/2
6s, 1882.....	107 1/2
6s, 1895.....	107 1/2
United Co. of N. Jersey 137.....	137 1/2
Hestonville, (Horse) 111.....	111 1/2
Chestnut & Wal. (do.).....	64 1/2
German town (do.).....	52 1/2
Green and Coates (do.).....	58 1/2
Lombard & 8th (do.).....	45 1/2
2d and 3d streets (do.).....	45 1/2
Spruce and Pine (do.).....	52 1/2
15th and 15th sts (do.).....	52 1/2

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 18.

	W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.
Baltimore and Ohio.....	96 1/2
6s, 1880.....	107 1/2
6s, 1885.....	107 1/2
Central Ohio.....	107 1/2
1st mortgage.....	107 1/2
Marietta & Cincinnati.....	94 1/2
1st mortgage, 7s.....	94 1/2
2d mortgage, 7s.....	37 1/2
3d mortgage, 8s.....	17 1/2
Northern Central.....	14 1/2
2d mortgage, 6s 1885.....	107 1/2
3d mortgage, 6s, 1900.....	107 1/2
6s, 1900, Gold.....	99 1/2
Orange and Alex. 1st.....	107 1/2
2d mortgage, 6s.....	107 1/2
3d mortgage, 6s.....	107 1/2
4th mortgage, 8s.....	107 1/2
O., Alex. & Manassas 7s.....	45 1/2
Pittsb. & Connellsv. 7s 10 1/2.....	103 1/2
Virginia 6s, Consol.....	54 1/2
Consol. Coupons.....	77 1/2
Deferred Certificates.....	77 1/2
Western Maryland.....	107 1/2
1st M., end. by Balt.....	107 1/2
2d M., do.....	107 1/2
3d M., do.....	107 1/2
1st M., unendorsed.....	107 1/2
3d M., end. Wash. Co.....	107 1/2
3d Mort., preferred.....	107 1/2
City Passenger R. R.....	107 1/2

New York Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Adams Express.....	104	109	109	109	107	107
Albany and Susq.....	80	82	82	82	82	82
1st mortgage.....	80	82	82	82	82	82
2d mortgage.....	80	82	82	82	82	82
American Express.....	49	49	49	49	49	49
Atlantic & Pacific Tel. 37	37	37	37	37	37	37
Burl. O. R. & Nor.....	25	29	32	31	29	29
1st mortgage 5s.....	73	73	73	73	73	73
Canada Southern.....	58	58	57	57	57	57
1st mortgage guar.....	80	81	81	81	80	80
Central of N. Jersey ..	44	46	46	46	44	44
1st mortgage 1890.....	110	110	110	110	110	110
7s, consolidated.....	108	108	108	108	108	108
7s, convertible.....	108	108	108	108	108	108
Central Pacific 6s, gold 108	109	109	109	109	109	109
1st M. (San Joaquin) 100	100	100	100	100	100	100
1st M. (Cal. and Or.).....	99	98	98	98	98	98
Land grant 6s.....	103	103	103	103	103	103
Chicago and Alton.....	86	84	83	84	82	82
Preferred.....	118	118	118	118	118	118
1st mortgage.....	118	118	118	118	118	118
Sinking Fund.....	103	103	103	103	103	103
Chic. Burl. & Quincy 119	120	121	121	122	121	121
7s Consol. 1903.....	118	118	118	118	118	118
8s, 1883.....	112	112	112	112	112	112
Chic. & Milwaukee 1st.....	114	114	114	114	114	114
Chic. Mil. and St. Paul. 40	41	41	42	41	41	41
Preferred.....	82	82	82	84	84	83
1st mortgage, 8s.....	108	108	108	108	108	108
2d mortgage, 7 3-10s.....	108	108	108	108	108	108
1s, gold.....	108	108	108	108	108	108
1st M. (La Crosse div.) 110	110	110	110	110	110	110
1st M. (I. and M. div.).....	108	108	108	108	108	108
1st M. (I. and D. div.).....	108	108	108	108	108	108
1st M. (C. & M. div.).....	108	108	108	108	108	108
Consolidated S. F. 108	108	108	108	108	108	108
Chic. & Northwestern. 61	62	62	64	65	61	61
Preferred.....	88	88	89	90	91	91
1st mortgage.....	108	108	108	108	108	108
Sinking Fund.....	108	108	108	108	108	108
Consolidated 7s.....	119	119	119	119	119	119
Consol. Gold bonds.....	108	107	108	108	108	108
Do. reg.....	108	107	108	108	108	108
Chic. Rock Isl. & Pac. 131	132	133	133	134	133	133
7s, 1890.....	113	113	113	113	113	113
6s, S. F. 1891.....	113	113	113	113	113	113
6s, 1917.....	113	113	113	113	113	113
Clev., Col. C. and Ind. 44	46	46	46	45	44	44
1st mortgage.....	108	108	108	108	108	108
Clev. & Pittsburg guar. 93	98	98	98	94	94	94
7s, Consolidated.....	110	110	110	110	110	110
4th mortgage.....	110	110	110	110	110	110
Clev. P. and Ash. 7s.....	102	102	102	102	102	102
7s, new.....	114	114	114	114	114	114
Col., Chi. & Ind. Cent 6	6	6	6	6	6	6
1st mortgage.....	63	64	64	62	62	62
2d mortgage.....	21	21	22	21	20	20
Del. & Hudson Canal. 43	43	44	44	44	44	44
Reg. 7s, 1891.....	99	99	99	100	99	99
Reg. 7s, 1894.....	99	99	99	99	99	99
7s, 1894.....	100	101	102	102	102	102
Del., Lack. & Western. 55	55	55	54	54	53	53
2d mortgage 7s.....	107	107	107	107	107	107
7s, Consolidated.....	104	104	104	104	104	104
7s, Consol. 1907.....	109	109	109	109	109	109
Erie Railway.....	25	25	25	26	26	26
Preferred.....	48	48	48	48	48	48
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	111	111	111	111	111	111
3d mortgage.....	111	111	111	111	111	111
4th mortgage.....	111	111	111	111	111	111
5th mortgage.....	111	111	111	111	111	111
Great Western 1st mort.....	106	106	106	106	106	106
2d mortgage.....	84	84	84	84	84	84
Hannibal & St. Joseph 15	15	15	15	15	15	15
Preferred.....	42	42	43	43	44	44
8s, Convertible.....	109	110	110	110	110	110
Illinois Central.....	85	85	84	84	84	84
Kansas Pacific.....	14	14	14	14	14	14
Lake Shore & Mich. Bo. 70	70	70	71	71	71	71
Consol. 7s.....	117	117	117	117	117	117
Consol. 7s, reg.....	110	110	110	110	110	110
Lake Shore Div. bonds.....	115	115	115	115	115	115
Leh. & W.B. 7s, Con.....	70	70	71	71	70	70
Long Dock bonds.....	115	115	115	115	115	115
L'ville & Nash. 7s Cons 109	109	109	109	109	109	109
Metropolitan El. 1st M. 93	97	97	98	97	97	97
Michigan Central.....	89	89	89	89	88	87
7s, 1902.....	118	118	118	118	118	118
8s 1893, S. F. 110	111	111	111	111	111	111
M. S. and N. I. 1st, S. F. 85	85	85	85	85	85	85
Morris and Essex.....	85	85	85	85	85	85
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	107	107	107	107	107	107
7s of 1871.....	107	107	107	107	107	107
7s, Convertible.....	107	107	107	107	107	107
7s, Consolidated.....	107	107	107	107	107	107
N. Y. Cent. & Hud. Riv 114	115	117	118	119	118	118
7s, Sinking fund, 1876.....	107	107	107	107	107	107
6s, Sinking fund, 1883 106	106	106	106	106	106	106
6s, Sinking fund, 1887.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
1st mortgage reg.....	106	106	106	106	106	106
N. Y. Elevated.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
N. York and Harlem 154	154	154	154	154	154	154
Preferred.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
1st mortgage, reg.....	106	106	106	106	106	106

New York Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
New Jersey.....	158	158	158	158	158	158
N. Y. N. Haven & Hart 158	158	158	158	158	158	158
North Missouri 1st M.....	12	12	12	12	12	12
Ohio and Mississippi.....	12	12	12	12	12	12
Preferred.....	84	84	84	84	84	84
2d mortgage.....	93	94	95	94	95	95
Consolidated 7s.....	111	111	111	111	111	111
Consol. Sinking fund.....	110	110	110	110	110	110
Pacific Mail S. S. Co. 13	13	13	14	15	14	14
Pacific R. R. of Mo.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106
Panama.....	132	131	132	131	132	132
Pitts., Ft. W. & Chi. gld.....	123	123	123	123	123	123
1st mortgage.....	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123
Pullman Palace Car.....	84	84	84	84	84	84
Quicksilver Mining Co.....	12	12	12	12	12	12
Preferred.....	26	26	26	26	26	26
St. L., Alton and T. H.....	81	81	81	81	81	81
Preferred.....	81	81	81	81	81	81
1st mortgage.....	81	81	81	81	81	81
2d mort. preferred.....	81	81	81	81	81	81
Income bonds.....	44	44	44	44	44	44
St. L., Iron Mt. & S. I. 16	16	16	16	16	16	16
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
St. L., Jack. & Chi. 1st.....	8	8	8	8	8	8
St. L., Kan. City & N. 8	8	8	8	8	8	8
Preferred.....	36	36	36	36	36	36
Tol., P. & War. 1st E. D.....	77	77	77	77	77	77
1st mort. West. Div.....	109	109	109	109	109	109
Union Pacific.....	67	67	67	67	67	67
1st mortgage.....	109	109	109	109	109	109
Land Grant 7s.....	118	118	118	118	118	118
Sinking Fund 8s.....	114	114	114	114	114	114
United States Express.....	48	48	48	48	48	48
Wabash.....	21	22	22	22	22	22
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	82	82	82	82	82	82
7s, Consolidated.....	67	67	67	67	67	67
St. Louis Division.....	92	92	92	92	92	92
Wells-Fargo Express.....	97	97	97	97	97	97
Western Pacific bonds.....	106	106	106	106	106	106
Western Union Tel.....	99	99	99	101	103	103
7s, S. F. conv., 1900.....	100	100	100	100	100	100

Boston Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.
Atch., Top. and Sav. Fe 99	100	102	104	106	105	105
1st mortgage.....	112	113	114	115	115	115
2d mortgage.....	112	113	114	115	115	115
Land Grant 7s.....	112	113	114	115	115	115
Income 8s.....	112	113	114	115	115	115
Boston and Albany.....	131	131	131	131	131	131
7s, reg.....	112	112	112	112	112	112
6s, 1895.....	109	109	109	109	109	109
Boston and Lowell.....	65	65	65	65	65	65
7s.....	111	111	111	111	111	111
Boston and Maine.....	111	111	111	111	111	111
Boston and Providence.....	110	110	110	110	110	110
Boston, Hart. & Erie 7s 24	24	24	24	24	24	24
Burl. & Mo. R. L. G. 7s.....	115	115	115	115	115	115
Burl. & Mo. R. in Feb. 120	120	121	121	121	121	121
6s, exempt.....	106	106	106	106	106	106
6s, non-exempt.....	101	101	101	101	101	101
Chi., Burl. and Quincy 119	120	121	122	122	121	121
7s.....	117	117	117	117	117	117
6s, new.....	117	117	117	117	117	117
Cin., Sand. and Clev. 4	4	4	4	4	4	4
Concord (900).....	104	104	104	104	104	104
Connecticut River.....	104	104	104	104	104	104
Eastern.....	104	104	104	104	104	104
Scrip.....	104	104	104	104	104	104
New 34 Bonds.....	70	70	70	69	69	69
Pittsburg.....	117	117	117	117	117	117
Kan. C., Top. & West. 100	101	103	107	107	104	104
1st mortgage.....	113	113	113	113	113	113
Michigan Central.....	88	88	88	88	88	88
Nashua and Lowell.....	96	96	96	96	96	96
N. Y. & New England.....	33	34	35	37	38	38
7s.....	106	107	108	110	110	110
Northern, N. H.....	88	88	88	88	88	88
Norwich & Worcester 119	120	120	120	120	120	120
Ogden & Lake Champl 12	12	12	12	12	12	12
Preferred.....	54	54	54	53	53	53
Old Colony.....	104	104	104	104	104	104
7s.....	106	106	106	106	106	106
Ph. Wtl. & Balt. (50). 55	55	55	55	55	55	55
Portl'd, Saco & Ports.....	72	73	74	75	74	74
Pueblo & Ariz. Val.....	70	72	73	74	75	74
7s.....	109	109	109	109	109	109
Pullman Palace Car.....	54	55	55	55	55	55
Union Pacific.....	53	53	75	70	70	70
6s.....	103	103	103	103	103	103
Land Grant 7s.....	110	110	110	110	110	110
Sinking Fund 8s.....	110	110	110	111	111	111
Vermont and Canada.....	110	110	110	110	110	110
Vermont and Mass.....	110	110	110	110	110	110
Worcester and Nashua.....	25	25	25	25	25	25
Cambridge (Horse).....	53	53	53	53	53	53
Metropolitan (").....	90	90	90	90	90	90
Middlesex (").....	90	90	90	90	90	90
Central Mining Co.....	171	171	171	171	171	171
Calumet and Hecla.....	171	171	171	171	171	171
Copper Falls.....	171	171	171	171	171	171
Franklin.....	171	171	171	171	171	171
Quincy.....	171	171	171	171	171	171

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$12,076,500, against \$14,137,875 the preceding week, or a loss of \$2,061,375. The City bank exchanges in currency reached \$452,720,484, or a daily average of \$75,453,406. Call loans closed here at 1½@4, chiefly at 2@3 per cent (though early in the week momentarily rising to 5@7 per cent; and best discounts (applications for which were comparatively moderate) at 3@5 per cent per annum.

The outstanding amount of legal tender notes is \$346,681,016. The National bank circulation is now \$328,551,359 of currency notes and \$1,467,520 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,297,000. The amount of United States bonds deposited with the U. S. Treasurer at Washington for circulation during the week was \$3,433,000. And of United States bonds held for circulation withdrawn during the week \$4,176,000. The Treasury Department now holds \$348,507,200 in United States bonds to secure the outstanding national bank circulation.

An active inquiry has been reported for Government bonds chiefly from investment buyers, at well supported prices, the main call having been for the new 4½ and 4 per cents and Currency Sixes though other issues attracted increased attention. The continued success of the refunding loan, leading to the rapid withdrawal of the Five twenty six per cent gold interest bearing bonds through conversions, direct or indirect, into the 4 per cent loan stimulated the demand for the issues not likely to be soon reached in furtherance of the redemption and refunding policy. The market, as a whole, closed strong. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106½@106¾; do. coupon, 106½@106¾; do. 5-20s, 1867, registered, 102@102½; do. coupon, 102@102½; do. 1868, registered, 102¾@102¾; do. coupon, 102¾@102¾; ten-forties, registered, 102@102½; do. coupon, 104¾@105; 5 per cents, 1881, registered, 104¾@104¾; do. coupon, 104¾@104¾; 4½ per cents, 1891, registered, 105@105½; do. coupon, 106¼@106¾; 4 per cents, 1907, reg., 100@100½; do. coupon, 100½@100½; sixes, currency, 121½@122.

A good demand has been reported for State Bonds at somewhat firmer prices for the favorite loans. And a brisk inquiry has been experienced, through the week, for Railway Mortgages of the prominent interest bearing issues, chiefly on investment account, leading to a further material rise in prices, closing as a rule strong and buoyant. And in the line of Railway and Miscellaneous share property business has been on a much more liberal scale, the aggregate of the dealings having been augmented from about 145,000 shares on Thursday of last week, to 277,000 shares on Tuesday of the current week, attended by the rise in values of 1½@13½ per cent, of which we have previously made mention, the general market showing decided firmness and an upward tendency, in most instances, at the close.

Gold has been in moderate request, chiefly for

Custom House purposes. The specie outflow last week was only \$429,073—making the total exports of specie hence since January 1, 1879, \$1,927,636 against \$1,882,146 the same time in the preceding year. The imports of specie at this port last week were to the amount of \$353,186, and since January 1, 1879, have been \$1,858,827 against \$2,806,413 same time in the preceding year. The Customs drain for gold in the local market reached \$2,029,229 or an average of about \$334,371 per day.

Foreign Exchange has shown less activity and rather less firmness. Bankers' sixty day bills on London closed at \$4 85½@4 86½; sight bill on London at \$4 88½@4 89 to the £ sterling. Cable transfers, 4 89½@4 89¾. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,930,771 as against \$6,411,214 the corresponding week of 1878. The week's import entries of Foreign Merchandise at New York included \$2,266,154 of Dry Goods, and \$2,664,617 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$7,031,103 against \$7,283,351 same week in 1878, making the total exports of produce since Jan. 1 this year \$41,603,566, against \$45,133,088 same period in 1878, and \$38,860,598 in 1877.

Most kinds of Produce and Merchandise have been more freely dealt in. In the Dry Goods interest business has been active especially in the way of Domestic Cottons and Woolens, at generally steady prices. Domestic Produce has been in brisk request in good part on speculative account. The speculative dealings have been chiefly in Grain and Hog products which were higher but irregular. Wheat advanced sharply, particularly Winter grades. Flour more active. Cotton for early delivery has been dull, for forward delivery moderately active at however irregular figures. Low Middlings closed for prompt delivery at 9½@9¾; Middlings at 9½@9¾. Options left off for February basis of Middling at 9.70; March at 9.73; April at 9.87; May at 10.03; June at 10.16; July at 10.26; August at 10.55.

Much freer movements have been reported in Metals which have been quoted steadier in price. Pig Iron quoted for Glengarnock, at \$22 50; Coltness, \$23 50@24; No. 1 American Pig at \$16@18; No. 2 do. at \$15 50@17 50, (with sales of 15,000 tons). Forge, \$15@15 50, (of which latter 5,000 tons sold on p. t.) New Iron Rails \$33@37. Wrought Scrap, \$21@22. Steel Rails have been in active demand and quoted on the basis of \$41@45 at the mills and at tide water, (10,000 tons sold for Southern delivery on p. t.) with the mills under contract for the bulk of production of the current year. Old Iron Rails wanted and quoted at \$19@20 50. Ingot Copper quiet with Ingot quoted at 15½cts. Tin active and strong. Domestic Pig Lead dull, at 4.50@4.62½.

Naval Stores attracted more attention and were quoted firmer. Petroleum has been in less demand leaving off heavily.

Foreign merchandise has been more sought after and quoted about steady. Coffee cheaper.

Rather more activity has been noted in the line of Ocean freights with rates quoted somewhat steadier for Grain. Liverpool steamer rates at

the close for Grain quoted at 6¼d. per bushel. Flour, at 2s. 6d.@3s. Provisions, 32s. 6d.@35s.; Butter and Cheese 45s.; Leather, 45s. Measurement Goods 20s.@25s. per ton; Cotton, 7-32d.@¼d. per lb. Tobacco at 30s.@35s. Liverpool, by sail: Cotton, 3-16d.@7-32d. Grain at 5½d. per bushel; Flour, 2s.; Measurement Goods, 12s. 6d.@15s. Tobacco 25s.; Oil Cake at 17s. 6d. Grain rates on charter hence for Cork and orders left off at 4s. 9d.@5s. 1½d; for the Continent Grain at 4s. 6d.@5s. 3d, as to ports of discharge. Tonnage for Refined Petroleum at 4s.@4s. 3d. to Cork, for orders, at 3s. 3d.@4s. 3d. to the Continent, and 4s. 3d.@4s. 6d. to the Baltic. Through freight movements have been on a restricted scale on the basis of quotations.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey 1st consol. ass., 86½; do. conv. ass., 86; do. Adjmt. 99; do. Inc., 64; Am. Dock and Imp. 7s, ass., 68; Lehigh and Wilkesbarre con. ass., 53; Denver and Rio Grande 1st, 90¼; Chesapeake and Ohio 1st, Series B, 39¾; Louisville and Nashville R. R., 36½; do. 2d, 97; Missouri, Kansas and Texas R. R., 6¾; do. 7s, S. F. consol. ass., 53½; do. 2d, 17¾; Kansas Pacific 7s, Denver div., with coup. certifi., 96; do. trust. receipts, 97; Louisiana and Mo. River 1st, 104; South Pacific 1st mort., 94¾; Kansas Pacific Inc. No. 16, 31; do. 6s, J. & D. 1896, with coup. certifi., 110; do. F. & A., 1895, do., 114¼; Cincinnati and Springfield 1st, guar. by Lake Shore, 98¼; do. by Clev., Col., Cin. and Ind., 91¾; St. Louis, Kansas City and Northern Real Estate 7s, 102½; Winona and St. Peter 1st, 105½; do. 2d, 100; Delaware and Hudson 1st, ext., 100; do. 1st, Penn. div., 103¾; Hannibal and Central Mo. 1st, 99½; Toledo and Wabash consol., 85; Chicago, St. Paul and Min., 1st, 92½; do. L. G. inc., 50; East Tenn., Va. and Ga. 1st, 98; Ind., Bloom. and Western 1st, 34; Mil. and St. Paul 1st I. & D. div. ext., 102; Buffalo, N. Y. and Erie 1st, 1916, 116; Nashville, Chattanooga and St. Louis 1st, 98¾; Iowa Midland 8s, 113¼; Keokuk and Des Moines 1st, 90½; Illinois and Southern Iowa 1st ex coup., 96; Belleville and Southern Illinois 1st, 106; Boston, Hartford and Erie 1st, 37; Pullman debent., 100; Cleveland and Toledo S. F., 109¾; Clev., Col., Cin. and Ind. consol., 99¾; Albany and Susq. 1st con., 97; Rome, Watertown and Ogdensburg 1st, 33½; Quincy and Toledo 1st, ex-coupon, 92; Memphis and Charleston 1st, 98; Rensselaer and Saratoga R. R., 107; do. 1st, 119; New Jersey Southern R. R., 3; do. 1st, 56; St. Louis and San Francisco pref., 4¾; do. 2d class B., 40; do. C, 37; Ontario Silver, 40; Homestake Mining 26¾; Consol Coal, 21; Sutro Tunnel, 3¾; Am. Dist. Tel., 47; Canton, 30; Dubuque and Sioux City R. R., 59; Pennsylvania Coal, 135; Louisiana 7s, consol., 57; Missouri 6s, 1887, 107; Virginia 6s, consol. ex mat. coupon, 55; Alabama Class A, 48½; do. C, 53½; Tennessee 6s, old, 42; do. new, 23½; Arkansas 6s, Fund Act, 18; North Carolina 6s, new, A. & O., 10. The latest quotations are: Adams Exp., 106¾@107½; American Exp., 49@49½; Atlantic and Pacific Telegraph, 37½@38; Central Railroad of New Jersey, 44¾@44½; Chicago, Burlington and Quincy,

121½@121½; Chicago and Alton, 85¼@85; do. pref., 108@—; Chicago and Northwestern, 61½@61½; do. pref., 90¼@90¼; Chicago, Milwaukee and St. Paul 40¼@40½; do. pref., 83¼@84; Chicago, Rock Island and Pacific, 133¼@134; Cleveland, Columbus, Cincinnati and Indianapolis, 44@44¼; Cleveland and Pittsburgh, 93¼@94¼; Delaware and Hudson Canal, 49¼@44; Delaware, Lackawana and Western, 53¼@53½; Erie, 26¼@26¼; do. pref., 48¼@48¼; Hannibal and St. Joseph, 15¼@15¼; do. pref., 44@44¼; Illinois Central, ex div., 84¼@85; Kansas Pacific 18¼@19; Lake Shore and Michigan Southern, 71¼@71¼; Michigan Central, 87¼@88¼; Morris and Essex, 85¼@86¼; N. Y. Central and Hudson River, 117¼@118¼; New York and Harlem, 153@156; Ohio and Miss., 12¼@12¼; do. pref., 38¼@38¼; Pacific Mail, 14¼@14¼; Panama, 134@135; Pittsburgh, Ft. Wayne and Chicago, 107¼@108; Quicksilver, 12@12¼; do. pref., 38¼@35; St. Louis, Kansas City and Northern, 8¼@8¼; do. pref., 36¼@36¼; Union Pacific, 79¼@80¼; U. S. Express, 47¼@48¼; Wells Fargo Express, 98@98¼; Western Union Telegraph, 103¼@103¼; Wabash, 28¼@28¼.

Philadelphia.—Philadelphia and Reading 6s, 1844 '80, 102¼@103¼; do. consol. gold 6s, 92¼; do. scrip, 50; do. debent. 6s, ex coup., 23; East Pennsylvania 7s, 112; Steubenville and Indiana 6s, J. & J., 101¼; Am. S. S. 6s, 95; Perkiomen Valley 6s, 70; Lehigh Valley consol. mort. 6s, reg., 102; Texas Pacific 1st mort., 96¼; Union and Titusville 7s, 86; Warren and Franklin 7s, 85; Huntingdon and Broad Top Mt. 1st, 112; do. 7s, consol., 28; Connecting 6s, 112; Pennsylvania Canal 6s, 72¼; Northern Pacific R. R., 8¼; do. pref., 28; do. 7.30s, 35¼; Morris Canal pref., 125; Union Passenger R. R., 80; Central Transp., 42¼. The latest quotations are: City 6s, 107¼@107¼; do. free of tax, 118@118¼; Pennsylvania State 6s, 2d series, 104¼@104¼; do. 3d series, 109¼@110; do. 5s, new loan, 112¼@113¼; Philadelphia and Reading 13¼@13¼; do. Gen'l mort. 7s, coup., 103¼@105; do. reg. 103¼@104¼; do. mort., 6s, 1880, 101@102¼; do. 7s, new conv., 45@50; do. 7s, 1893, 114@115; United New Jersey R. R. and Canal Co., 137@138; Pittsburgh, Titusville and Buffalo R. R., 5@5¼; do. 7s, 33¼@34¼; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 35¼@35¼; do. 1st mort., 104¼@104¼; do. gen'l mort. coupon, 111@111¼; do. reg., 113@113¼; do. consol. mort. 6s, reg., 102¼@104; Little Schuylkill R. R., 41@42; Morris Canal, 60@51¼; do. pref., 125@126; Susq. Canal, 326; do. 6s, 25@26; Schuylkill Nav. 2¼@4; do. pref., 57¼@6; do. 6s, 1882, 52@55; do. 1872, 83¼@85; Elmira and Williamsport pref., 41@41¼; do. 7s, 102¼@103; do. 5s, 70@90; Lehigh Coal and Navigation, 15¼@15¼; do. 6s, 1884, 106¼@107; do. R. R. loan, 105@106¼; do. Gold Loan, 95@96; North Pennsylvania, 36¼@38; do. 6s, 107¼@108; do. 7s, 117¼@120; do. Gen'l mort. 7s, reg., 111@114¼; Philadelphia and Erie, 7¼@8¼; do. 6s, 105@107; do. 7s, 106@107¼; Minehill, 47¼@48¼; Catawissa, 6¼@6¼; do. pref., 34¼@35; do. new pref., 29¼@30; do. 7s, 1900, 107¼@109; Lehigh Valley 35¼@35¼; do. 6s, coupon, 112¼@113; do. reg., 112¼@113; do. 7s, reg., 119¼@122; do. consol. mort., 101¼@102; Fifth

and Sixth streets (horse), 109@110; Second and Third, 83@85; Thirteenth and Fifteenth, 51@53; Spruce and Pine, 42¼@46; Green and Coates, 57@59; Chestnut and Walnut, 63@65; Hestonville, 11¼@11¼; Germantown, 50¼@56; Union, 78@80; Lombard and South, 9@11.

Baltimore.—Cincinnati and Baltimore 7s, 90; Canton gold, 6s, 96¼; Marietta and Cincinnati 1st, Sterling, 87@88; Baltimore and Ohio 1st pref., 102¼; do. 2d pref., 95; do. scrip 95¼; Virginia Peeters, 39; Baltimore City 6s, 1890, 112; do. 6s, 1900, 113¼; do. 1902, 113¼; do. 5s, new, 108; Cincinnati 7.30s, J. & J., 112¼; Norfolk Water 8s, 114; Atlantic Coal, 0.90. The latest quotations are: Cincinnati and Baltimore, 7s, 89@92; Wilmington and Weldon 7s, —@101; Wilmington, Columbia and Augusta 7s, 26¼@—; Richmond and Danville 1st mort., 84@87; Pittsburgh and Connelleville 7s, 1898, 103¼@104¼; Baltimore and Ohio, 94¼@95; do. scrip 95@95; do. 6s, 1880, 101@101¼; do. 1885, 107@107¼; Northern Central, 14@14¼; do. 6s, 1885, 105@—; do. 6s, 1900, 105¼@—; do. 6s, 1900, gold, 100@100¼; Marietta and Cincinnati 1st mort., 1892, 93¼@94; do. 2d mort. 7s, 36¼@37; do. 3d mort. 8s, 15@15¼; Central Ohio, 25@—; do. pref., 37@40; do. 1st mort., 106¼@106¼; Western Maryland 1st mort. 6s, 1890, 103@—; do. 1st mort. guar., 105@—; do. 2d mort., guar., 105@—; do. 3d mort. guar., 107@109; do. 2d, mort. pref., 80@85; 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 91@—; do. 3d mort. 8s, 102@—; Orange and Alexandria 1st mort. 6s, 96@—; do. 2d mort. 6s, 78@85; do. 3d mort. 8s, 39@40; do. 4th mort. 8s, 12@30; Orange, Alex. and Manassas 7s, 45@48; Baltimore 6s, 1884, 108@109; do. 1886, 108@110; do. 1886, new, 108@—; do. 1890, 112@112¼; do. 1900, 112@113¼; do. 1900, new, 112¼@—; do. 1902, 113@—; do. 1902, new, 113@114; do. 6s, exempt, 115@116; do. 5s, 1894, 106@—; do. 5s, new, 108@—; Maryland Defense 6s, 1883, 108@—; do. 6s, exempt, 112@112; do. 6s, 1890, 108¼@—; do. 5s, 99@—; Virginia consol. 6s, 55@55¼; do. 2d series, 40@42; Virginia Consol. coupons, 77@77¼; West Virginia def. certifi., 7¼@7¼; Baltimore City Passenger R. R., 35@40; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 92@—; Atlantic Coal, —@0.90; Canton Co., —@80; do. gold 6s, 96@96¼; Union R. R., Canton end., 104¼@110.

Boston.—Little Rock and Ft. Smith 7s, 53¼; Denver and Rio Grande R. R., 17; do. 7s, 89¼; do. 7s, extension, 94; do. trust. certifi., 15¼; Kansas City, St. Joseph and Council Bluffs 7s, 85¼; Iowa Falls and Sioux City 7s, 109; Republican Valley R. R., 122¼; do. 6s, 102; Pueblo and Arkansas Valley 7s, new, 108¼; Boston, Hartford and Erie 7s, guar., 84¼; Florence and El Dorado 7s, 105; Ogdensburg and Lake Champlain 8s, S. F., 99; Sioux City and St. Paul 1st 8s, L. G., 60; Rutland 7s, 1880, equipment, 43; Vermont Central 1st, 10; Boston, Revere Beach and Lynn R. R., 73¼; Cheshire R. R., 29; do. 6s, 102¼; Detroit, Lansing and Northern pref., 85¼; Atchison and Nebraska R. R., 37; do. 6s, 101¼; Wichita and Southwestern R. R., 60¼; do. 7s, 108; Pleasant Hill and De Soto R. R., 67¼; Ind., Cto. and Laf. R. R., 62¼c.; Connecticut and Passumpsic Rivers R. R., 45; Chi-

cago, Dubuque and Minnesota R. R., 49¼; Boston Water Power Co., 1¼; Boston 4s, new, 100¼; Louisville 7s, 1903, 107; Cook Co., Ill., 7s, 1892, 110¼; Chicago 6s, 1882, 100¼; Cincinnati 7s, 1887 107¼; Toledo 8s, 1893, 115; do. 1894, 118¼; Duncan Silver Mining Co., 8¼; Osceola, 10¼; Silver Islet, 39.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad was sold on the 7th inst. at auction, under foreclosure, by order of the U. S. Court, and purchased by Messrs. Joseph Poole, Philo H. Calhoun, A. J. Cullen, Jr., Willett Phelps, and William Shanon, as Trustees for the bondholders, for \$35,000 above the incumbrances, amounting to about \$1,000,000. The property consists mainly of a franchise authorizing the construction of a road from Hoboken, via Catskill and Syracuse, to Buffalo, 424.84 miles. The company was organized July 13, 1870, and surveys were made by which the cost of the road was estimated at \$26,117,234 60. But 2.6 miles of track had been laid when the company went into the hands of a Receiver in 1876. The last financial statement issued Sept. 30, 1875, was as follows: capital stock authorized, \$10,000,000; amount paid in \$45,100; funded debt, \$5,019,240 12; floating debt, \$302,120 50; cost of road, \$1,140,323 75; cost of right of way, depot grounds, and docks at eastern terminus, \$3,389,196 38.

The Wheeling (W. Va.) Intelligencer says that a contract has been concluded with the Riverside Iron Works, for furnishing the rails for the Clarksburg and Weston narrow gauge railroad, (which is to connect with the Baltimore and Ohio railroad at Clarksburg.) Track laying is to be commenced by the 1st of April and the road finished and the cars running to Weston by 4th of July.

The gross earnings of the Great Western Railway of Canada for the month of December, 1878, were \$269,500, the working expenses \$206,500, and the net earnings \$63,000; for the month of December, 1877, the earnings were \$376,800, the expenses \$272,500, and the net earning \$104,300—showing a decrease in earnings of \$107,800, in expenses of 66,000, and in net earnings of \$41,800.

The Columbus (Ohio) Journal says that at the meeting of the Scioto Valley Railroad Company in that city on the 18th inst. steps were taken for the immediate completion of the road from its present Southern terminus to the Ohio river, thus giving the company a direct steamboat connection, which will greatly increase the facilities for doing business.

At a meeting of the directors of the Columbus and Northwestern Railroad Co., at Urbana, Ohio, on the 12th inst., it was decided to put the line under contract between Mechanicsburg and Columbus, and to ask for bids to close March 15.

The New York, New England and Western Investment Company have removed from 100 Broadway to a handsome and extensive range of offices at 81 and 83 Pine Street, the change having been rendered necessary by the remarkable development of their business.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	Jan. '78 34	Little Schuylkill 50	2,848,100	J. & J.	Jan. '78 10	Ware River 100	1750,000	J. & J.	Jan. '78 34
Atlanta and West Point 100	1,232,200	J. & J.	July '78 4	Long Island 100	3,000,000	M. & S.	May '78 10	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '78 3
Atlantic and Gulf guar. 100	786,476	M. & N.	Nov. '73 34	Louisv., Cin. and Lex. 100	1,623,483	J. & J.	July '78 3	Warwick Valley 100	225,000	A. & O.	Oct. '77 31
Atlantic and St. Law. 100	5,000,000	M. & S.	Sept. '78 3	" " pref. 100	848,700	J. & J.	Jan. '74 41	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '79 4
Augusta and Savannah 100	1,022,900	J. & O.	Dec. '77 34	Louisville & Nashville 100	9,003,418	F. & A.	Feb. '79 14	West Jersey 100	1,884,760	J. & O.	Aug. '77 3
Avon, Genesee & Mt. M. 100	228,000	A. & O.	Jan. '78 3	Louisv., N. Alb. & Chi. 100	2,000,000	J. & D.	Dec. '70 3	Wilmington & Weldon 100	1,455,300	J. & O.	Nov. '78 3
Baltimore and Ohio 100	14,216,800	M. & N.	Nov. '78 4	Lowell and Andover 100	500,000	J. & J.	Jan. '79 34	Winchester & Potomac 100	180,000	J. & J.	Jan. '79 3
Baltimore and Ohio 100	1,550,000	A. & O.	Oct. '78 5	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg 100	800,000	J. & J.	Jan. '79 3
Washington Br. 100	390,500	quarterly	Nov. '78 4	Lykens Valley 100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua 75	1,789,800	J. & J.	July '76 2
Berkshire 100	20,000,000	M. & N.	Nov. '78 4	Manchester and Law. 100	1,000,000	M. & N.	Nov. '78 5	HORSE-POWER R. R.			
Boston and Albany 100	2,423,400	—	—	Marietta & Cincinnati 50	1,408,912	—	—	Albany City 100	110,300	—	—
Bos., Cin., F. & N. Red. 100	60,000	J. & D.	June '78 3	" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Baltimore City 25	1,000,000	J.A. J.O.	Jan. '79 4
Agricultural Br. guar. 100	900,000	M. & N.	Nov. '78 3	" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3	Balt., Cat. & El. Mills. 100	—	J. & J.	Jan. '78 3
Bost., Conc. & Mont. pref. 100	900,000	M. & N.	Jan. '79 1	Massachusetts 100	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref. 100	110,000	A. & O.	Apr. '78 4
Boston and Lowell 100	8,260,000	J. & J.	Jan. '79 1	Memphis & Charleston 25	5,812,725	F. & D.	Jan. '69 3	Broadway (Brooklyn) 100	200,000	J.A. J.O.	Apr. '78 4
Boston and Maine 100	6,921,274	M. & N.	Nov. '78 3	Michigan Central 100	1,838,204	F. & A.	Feb. '79 2	Broadway & 7th Av. (N.Y.) 100	1,100,000	J.A. J.O.	Apr. '78 4
Boston and Providence 100	4,000,000	M. & N.	Nov. '78 3	Middlesex Central 100	2,130,386	F. & A.	Feb. '79 3	Brooklyn & Hunter's Pt. 100	400,000	J. & O.	Apr. '78 3
Attleborough Branch 100	131,700	J. & J.	Jan. '79 34	Mill Creek & Minehill 50	323,375	J. & J.	Jan. '79 5	Brooklyn City 100	2,000,000	F.M.A.N.	Feb. '78 21
Bost., Revere B. & Lynn 100	350,000	quarterly	Jan. '79 34	Mobile & Montgomery 100	2,794,800	—	—	Bushwick (Brooklyn) 100	304,000	J. & J.	July '71 31
Buffalo, N. Y. and Erie 100	950,000	J. & D.	Dec. '78 34	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	Jan. '79 34	Cambridge 100	424,300	A. & O.	Oct. '77 44
Burl. & Mo. Riv. in Neb. 100	8,538,000	F. & A.	Feb. '79 2	Mobile & Montgomery 100	2,794,800	—	—	Can. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '78 3
Burl. & Mo. Riv. in Neb. 100	8,538,000	F. & A.	Feb. '79 2	Morris and Essex 50	15,000,000	J. & J.	Jan. '79 34	Citizens' (Phil.) 50	500,000	J. & J.	Jan. '78 10
Oamden and Atlantic 50	877,400	quarterly	Apr. '78 2	Mt. Carbon & Pt. Carbon 50	232,350	J. & J.	Jan. '79 6	Citizens' (Phg.) 50	200,000	M. & N.	Nov. '77 10
" " pref. 50	838,311	quarterly	Apr. '78 2	Nashua and Lowell 100	800,000	M. & N.	May '78 2	Coney Island & Rock. 100	600,000	—	—
Oamden & Burl. Co. 100	381,928	J. & J.	Jan. '79 3	Nashua and Rochester 100	1,185,000	A. & O.	Oct. '77 3	Continental (Phila.) 100	180,000	M. & N.	Jan. '79 24
Orpe Kay and Millville 50	447,000	J. & D.	Dec. '77 5	Nashville and Decatur 100	1,529,000	J. & D.	Dec. '78 3	D. Dock E. B. & W. Bat. 100	1,200,000	F.M.A.N.	Feb. '78 2
Calacaqua & Fogelsv. 50	428,900	Novemb.	Nov. '74 6	Nash, Chat. & St. Louis 100	6,575,256	A. & O.	Apr. '78 1	Elizabeth and Newark 100	200,000	J. & J.	Jan. '78 3
Catawissa 50	1,150,000	Oct. ber.	Nov. '78 34	Naugatuck 100	2,000,000	J. & J.	Jan. '79 5	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '77 6
" " pref. 50	2,900,000	M. & N.	Nov. '78 34	Nesquehoning Valley 50	1,000,000	M. & S.	Sept. '78 5	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Jan. '79 9
" " 2d pref. 50	2,900,000	M. & N.	Nov. '78 34	N. Castle & Beaver Val. 50	1,800,000	quarterly	Apr. '78 24	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '79 3
Oayuga and Susq. 50	689,116	J. & J.	Jan. '79 5	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 5	Girard College (Ph.) 50	500,000	J. & J.	Jan. '79 3
Oedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Nov. '78 1	New London Northern 100	1,418,800	quarterly	Apr. '78 14	Grand St. and Newton 100	170,000	J. & J.	July '71 2
" " pref. 100	769,000	F. & A.	Aug. '78 34	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	Jan. '79 2	Green & Coaster St. (Ph.) 50	800,000	J. & J.	Jan. '78 2
Central of Georgia 100	7,500,000	J. & A.	Aug. '78 24	New York and Harlem 100	8,500,000	J. & J.	Jan. '79 4	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Central of New Jersey 100	20,500,000	quarterly	Apr. '71 24	" " City Line 100	1,500,000	J. & J.	Jan. '79 6	Highland 100	105,000	A. & O.	Oct. '77 6
Central Ohio 100	500,000	J. & J.	Jan. '79 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '79 6	Lomb. & South St. (Ph.) 25	200,000	—	—
" " pref. 100	400,000	J. & J.	Jan. '79 2	N. Y., Prov. & Boston 100	3,000,000	quarterly	Feb. '79 2	Lynn and Boston 100	200,000	—	—
Central Pacific 100	54,275,500	A. & O.	Oct. '77 46	Niag. Bridge & Onand. 100	1,000,000	J. & J.	Jan. '79 3	Malden and Melrose 100	200,000	—	—
Chemung 100	880,000	quarterly	Jan. '79 11	North Carolina 100	4,000,000	M. & S.	Mar. '78 3	Metropolitan (Boston) 100	1,500,000	J. & J.	Jan. '79 4
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '79 11	N. Eastern (S.C.) pref. 100	96,000	M. & N.	Nov. '77 4	Middlesex (Boston) 100	400,000	M. & N.	Nov. '78 3
Chicago and Alton 100	10,065,400	M. & S.	Mar. '79 3	North Pennsylvania 100	3,278,150	F. & A.	Feb. '79 2	N. Y., Bay Ridge & Jam 100	102,540	—	—
" " pref. 100	2,425,400	M. & S.	Mar. '79 34	Northern Central 100	5,842,000	A. & O.	Apr. '78 3	Ninth Avenue (N. Y.) 100	197,320	—	—
Chicago, Burl. & Quincy 100	2,759,242	M. & S.	Mar. '79 4	Northern N. Hampshire 100	8,008,400	J. & D.	Dec. '78 2	Orange and Newark 100	282,555	—	—
Chicago, Iowa & Nebras. 100	9,916,300	J. & J.	Jan. '79 5	Northern New Jersey 100	1,000,000	J. & J.	July '77 2	Philadelphia City 100	475,000	J. & J.	Jan. '79 4
Chil. Mil. and St. Paul. 100	15,401,261	A. & O.	Dec. '70 74	Norwich & Worcester 100	2,604,400	J. & J.	Jan. '79 5	Philadelphia and Darby 20	200,000	J. & J.	Jan. '79 2
" " pref. 100	12,270,483	A. & O.	Dec. '78 2	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Chicago & N. Western 100	14,988,807	J. & D.	Feb. '79 11	" " pref. 100	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Chicago, R. I. & Pacific 100	20,880,000	quarterly	Feb. '79 2	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '76 34	Second Avenue (N.Y.) 100	1,192,500	J.A. J.O.	Apr. '79 2
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	" " pref. 100	4,030,000	J. & D.	Mar. '76 34	Second & Third St. (Ph.) 10	982,100	quarterly	Apr. '78 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Old Colony 100	6,738,800	J. & J.	July '78 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Oswego and Syracuse 100	482,400	F. & A.	Aug. '78 44	Third Avenue (N. Y.) 100	2,000,000	F.M.A.N.	Feb. '78 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Panama 100	7,000,000	quarterly	Jan. '79 11	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '79 3
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Paterson and Hudson 100	632,000	J. & J.	July '78 4	23d street (N. Y.) 100	600,000	J. & J.	Jan. '78 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Paterson and Newark 100	250,000	J. & J.	July '78 34	Somerville (Boston) 100	98,000	M. & N.	Nov. '78 3
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Paterson and Ramapo 100	243,000	J. & J.	July '78 34	South Boston 100	450,000	J. & J.	Jan. '79 3
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Pember & Hightstown 50	342,150	J. & J.	Nov. '78 2	Union (Boston) 100	374,800	J. & J.	Jan. '79 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Pennsylvania 100	68,870,200	M. & N.	Nov. '78 2	Union (Phila.) 100	400,000	J. & J.	Jan. '79 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '78 4	West Philadelphia 50	400,000	J. & J.	July '77 10
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Philadelphia and Erie 50	6,004,300	J. & J.	Dec. '78 3	CANALS.			
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phil. Ger. & Norristown 50	1,623,250	M.J.S.D.	Dec. '78 3	Chesapeake & Delaware 50	1,983,500	J. & D.	June '75 2
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Philadelphia & Reading 50	82,726,375	quarterly	July '76 24	Delaware Division 100	1,633,350	F. & A.	Feb. '78 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phil. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '76 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Delaware and Raritan 100	5,847,400	quarterly	Jan. '79 24
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Lehigh Coal & Navit. 50	10,548,550	J.S.D.M.	Sept. '76 14
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Monongahela Navit. 50	1,003,500	J. & J.	Jan. '78 6
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '78 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	" (preferred) 100	1,175,000	F. & A.	Feb. '78 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Pennsylvania 100	4,337,950	—	—
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Schuyl. Nav. (common) 50	1,908,207	annually	A. '78 70c
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	" (pref.) 50	2,849,977	annually	A. '78 140c
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	MISCELLANEOUS.			
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Adams Express 100	12,000,000	quarterly	Dec. '78 2
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	American Coal 100	1,500,000	M. & S.	Sept. '77 21
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	American Express 100	12,000,000	J. & J.	Jan. '79 2
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Amoskeag Manuf. Co. 100	3,000,000	J. & D.	Dec. '78 5
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Calumet and Hecla Mining 80,000 shs	F.M.A.N.	Feb. '79 45	
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Central Mining Co. 100	10,250,000	Annual	Feb. '78 45
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,551,800	quarterly	Jan. '79 24	Consolidation (Md.) Coal 100	10,250,000	M. & S.	Jan. '79 24
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Phila. and Trenton 100	1,55						

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 8th, as reported by the several carrying companies amounted to 412,888 tons, against 226,788 tons in corresponding week last year, an increase of 185,595 tons. The total amount of anthracite mined for the year is 1,822,177 tons, against 1,466,748 for the same period last year, an increase of 355,429 tons. The quantity of bituminous coal sent to market for the week amounted to 41,662 tons against 29,530 tons in corresponding week last year, an increase of 12,132 tons. The total amount of bituminous mined for the year is 240,180 tons against 190,626 tons for corresponding period last year, an increase of 49,554 tons. The total tonnage of all kinds of coal for the week is 454,288 tons, against 256,318 tons in corresponding week last year, an increase of 197,732 tons, and the total tonnage for the coal year is 2,062,357 tons, against 1,667,375 tons to same date last year, an increase of 404,982 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of February was 103,380 tons, of which 77,061 tons were coal, and 26,319 tons coke. The total tonnage for the year thus far has been 554,936 tons, of which 407,174 tons were coal and 147,762 tons coke. These figures embrace all the coal carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending February 8 were 18,459 tons, and for the year to that date 79,395 tons, a decrease of 5,097 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad during the week were 15,892 tons, a decrease of 12,426 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 2,567 tons, for the year 10,395 tons, an increase of 7,329 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 124,500 tons, of which 22,000 tons were sent to Port Richmond and 16,500 tons were shipped thence. There were also shipped last week 13,800 tons to Port Johnson, 10,200 tons to South Amboy, and 7,900 to Elizabethport. This is a total shipment over the North Penn. and Bound Brook route of 21,900 tons.—*Phila. Ledger, Feb. 17.*

Mining.

KESLER MINING CO.—Mr. R. L. Belknap, the President of this company, has received a telegram from the mine stating that one hundred tons of ore were sold on Saturday last, realizing \$6,354. A very encouraging report has also been received respecting the high grade of the ore now being taken out of the Jack Shaft.

Messrs. Wolff Brothers report a brisk demand for the shares in anticipation of higher prices when the mine is placed on the official list.

PLUMAS NATIONAL QUARTZ CO.—Major Rogers, of 54 Broad Street, has received the following telegram from President Bidwell:

"Heavy storms. Wires have been down. Lower tunnel looking first rate. All who have visited the mine report favorably of it. Mine looking splendid in the upper works."

ARIZONA MINES.

The Moss Mine, situated in a part of Arizona which the Indians have rendered uninhabitable until recently, has been incorporated into a joint organization with the Arizona chief. The mines are unquestionably of a very high character, and Messrs. Trask and Francis, the popular mining stock brokers have placed the greater part of the shares among the friends of their house.

SILVER NUGGET.—Messrs. Cooper and Dahlgren, who are respectively the engineer and the manager of this handsome property, will shortly

leave for Arizona with the machinery for a ten stamp mill. Mr. D. G. Chilson, the discoverer and former owner, will accompany them as far as Mineral Creek, where he holds a range of claims on one of the richest veins in the Territory, which he is about to develop.

SILVER KING.—This valuable mine, which returns its stockholders \$50,000 monthly in dividends, is about to increase its stamps from ten to fifteen. President Booth has made up his mind that his mine can give two millions a year as easily as half a million, and he is going to get it.

An earthquake and the opening of a freight depot of the Southern Pacific occurred at Texas Hill, 64 miles south of Yuma last week.

A new line of railroad from Salt Lake to Prescott, Arizona, is in contemplation.

TOMBSTONE.—Mining is very active here. \$20,000 was offered for the Grand Dipper and was refused. The Head Center claim is very rich in gold running up to \$10,000 per ton. The whole of the Salt Lake Valley, including the towns of Tempe and Phenix, is now turned into an Indian reservation.

We note Mr. W. E. Young's name in connection with a valuable mining property he is introducing on the market, respecting which we hope to have further particulars in our next.

Rutland Railroad.

At a meeting of the holders of the seven and eight per cent equipment bonds of the Rutland Railroad Co., held at the office of Kidder, Peabody & Co., 40 State St., Boston, on the 18th inst., Mr. O. P. Peabody submitted a report of the committee appointed at the first meeting of the bondholders, the substance of which was that the committee could not recommend the adoption of the proposition of the directors in its original form.

Mr. Wm. D. Sohler stated that he intended to convert his seven and eight per cent bonds into five per cent bonds. He would then have a valid security.

Hon. Francis Thompson said there seemed to be two propositions to be considered, one submitted by the directors, and one by Kidder, Peabody & Co., and it occurred to him that it might be better to accept the former proposition if they could unite.

Mr. D. N. Skillings offered the following resolutions:

Resolved, That it is the sense of this meeting that should the holders of the first mortgage bonds of the Rutland Railroad consent to receive 6 per cent instead of 8 per cent, and that the proposition of the directors to fund the equipment bonds of both classes with a 5 per cent bond be so modified as to provide that the interest be paid without lapse of time, we should approve the exchange.

The proposition of the directors was indorsed by Messrs. Robert Earle of New Bedford and George W. Gill of Worcester. The latter said that if that was adopted the road would not go into the hands of a receiver, the litigation would be avoided, the lawyers cheated and all the debts paid. He opposed the resolution of Mr. Skillings, who said he offered it

in the hope of restoring harmony among the parties in interest.

Mr. George H. Chase said that the bondholders were so divided that it would be reasonable to suggest to allow all who desired to exchange their eight per cent for six per cent bonds to do so. He was desirous of securing harmony.

Mr. Thompson asked Mr. Gill if the resolution of Mr. Skillings would be acceptable to the directors. The latter said he thought it would, and that if it was adopted the company would pay its debt in two years.

The resolution was adopted, and Mr. Skillings offered the following resolution, which was adopted:

Resolved, That the foregoing resolution is based upon the assumption that the bondholders may have a representative in the financial policy of the Rutland Railroad management in order to secure the adoption of such measures as shall, if possible, result in entire harmony of action between the corporation and its creditors.

Mr. Skillings asked that Mr. Peabody be requested to remain, for the time being at least, as the financial representative of the bondholders. Mr. Peabody consented and received the thanks of the meeting, which then dissolved.

Mr. W. D. Bishop.

Mr. W. D. Bishop, whose resignation of the Presidency of the New York, New Haven and Hartford Railroad Company, owing to increasing ill-health, is announced, was first elected to the Presidency of the road in 1867, in the place of George B. Carhart, and has held the position continuously since that time. When he first assumed the office the line was a small one, extending only from this city to New Haven. The general equipment of the road was of a primitive character, and was decidedly inferior to that of any first-class railroad in operation at the present time. Gradually Mr. Bishop introduced modern improvements, and from time to time additional lines were added by consolidation with the Hartford and Springfield Railroad, by leasing the Shore Line as far as New London, and by building a branch from New Rochelle to the Harlem River. All of these branches were at once put in excellent order, and the road now bears reputation of being one of the model lines of the country. Mr. Bishop's father was one of the originators of the old line from this city to New Haven, and also built the Housatonic and Naugatuck Railroads, and a portion of the Shore Line. His son has always been more or less interested in railroading, although he has acted as Commissioner of Patents at Washington, and represented his district twice in the Connecticut Legislature.

George B. Roberts, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Knass, Josiah Bacon, George Wood, Thomas H. Dudley, Thomas Jones York, J. N. DuBarry, N. Parker Shortridge and Thomas H. Whitney have been elected directors of the West Jersey Railroad Company. According to the annual report the gross earnings of last year were \$541,687 10; the expenses, \$338,698 31, leaving a net balance of \$202,988 79.

Fitchburg Railroad.

The receipts of this road for the years ending September 30, 1877 and 1878 have been as follows:

	1877.	1878.
From passengers....	\$634,391 40	\$644,326 53
" freight.....	1,106,161 17	1,091,516 88
" express.....	80,077 25	27,682 16
" mails.....	21,538 44	30,912 42
" rent of roads..	104,154 06	107,464 06
" rent of property	24,091 31	24,820 31
" premium.....	.....	11,312 50

\$1,920,413 73 \$1,937,933 85

Expenditures:

Repairs of road.....	\$115,480 02	\$119,485 27
" bridges.....	21,662 11	27,422 94
" locomotives	73,916 57	74,650 59
" cars.....	118,467 88	98,261 09
" structures..	51,143 72	72,370 00
Iron and steel rails...	35,260 35	55,668 32
Fuel.....	220,201 68	195,288 61
Oil and waste.....	20,423 98	18,568 02
Salaries, etc., passenger department....	150,027 75	170,167 96
Salaries, freight department.....	218,081 08	255,382 49
Wages, switchmen, etc.	42,784 84	46,212 71
Removing ice and snow	10,416 79	4,313 00
Gratuities and damages	17,402 67	3,314 75
Taxes, insurance, etc.	92,844 31	93,293 19
Telegraph expenses..	6,266 97	7,674 61
General salaries, office, and other expenses.	44,978 31	47,771 18
Rents.....	214,558 89	235,691 50
Interest.....	55,452 02	93,854 53
Water.....	7,370 83	9,724 73
Use of freight cars...	37,096 13	16,684 28
New locomotives.....	.....	7,459 00
New ties.....	.....	30,938 71

\$1,633,659 88 \$1,684,167 43

Net earnings... \$286,758 85 \$253,766 42

The company have 70 locomotives, 71 tenders, 77 passenger, 25 mail and baggage, 1844 eight wheel and 220 four wheel merchandise, and 97 gravel and coal cars, and 9 snow plows. Number of miles run by passenger trains, 733,385; by freight trains, 905,225; by other trains, 19,278—total, 1,657,888. Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 5.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 45.87 miles—total length of tracks, belonging to the company, 189.37 miles. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles; length of double track on Vermont and Massachusetts Railroad, 10.39 miles; length of side tracks on Vermont and Massachusetts Railroad, 20.63 miles. Total length of tracks operated, 279.19 miles. Total number of passengers carried, 2,166,116; do. carried one mile, 32,266,503. Number of tons carried, 1,115,771; do. carried one mile, 68,041,193. The report says:

The additions during the year to the road-bed, track, and equipment, have placed them in a better condition than they were ever before.

Our situation in this respect is peculiar. While many other corporations have been able to lessen their operating expenses by reducing their mileage, and only making those repairs necessary to cover depreciation, and maintain their former standard, without encumbering the quality or value

of their property, this company has been obliged from the nature of a business seeking an outlet via the Hoosac Tunnel, to change radically the standard of its road from one doing mainly a local traffic with a light equipment, at a moderate rate of speed, to one doing a through Western traffic, with a heavy equipment, at a high rate of speed and a greatly increased mileage.

This change has absolutely required us to make great improvements upon the whole road, but more especially upon the Vermont and Massachusetts Division, which was found inadequate in almost every respect, when leased, to do the business which followed soon after the completion of the tunnel.

On this division, during the year, we have graded the roadbed, and built side tracks, which will eventually be parts of the 2d track, at Greenfield, Miller's Falls, Orange, Athol, Gardner and Ashburnham. The double track between Ashburnham and Fitchburg has been completed by building 2½ miles of road. The work of replacing the two old wooden truss bridges at Fitchburg by a double arch stone bridge and a first class iron bridge has been finished. A dangerous grade crossing at Wachusett has been avoided by carrying the highway under the track. New water works have been built at Royalston and Ashburnham. A heavy ledge cut is being made near Pequoig for the 2d track. The Station at Erving has been moved, to give greater distance between the track and station, and new ones have been built at Westminster and Wachusett, and the freight house at Templeton has been rebuilt.

The improvement on the Fitchburg Division, owing to the recently rapid growth of the Western business, have been mostly of a terminal character.

It was found imperative, in the transaction of the Western business via the Tunnel to furnish facilities for the reception and delivery of cargoes for export. On Jan. 1, 1878, the directors, whose action has since been approved, leased Constitution Wharf, and purchased the Shawmut Elevator. The lease was made for a term of 5 years, with the privilege of purchasing within that time, or of leasing for a 2d term of 5 years and a 3d term of 10 years.

The wharf occupies an area of about 5 acres, and is nearly covered with storehouses and sheds, conveniently located and well adapted for storage purposes. It has, for the accommodation of the longest European steamships of the greatest draught, 2 of the finest docks in Boston, measuring 432 and 435 feet in length, with an average width of 90 and 80 feet.

The proximity of this wharf to our extensive freight yards in Boston, and the short connection between them over the Union Freight Railroad, enable the company to use the yards for the storage of cars, and the wharf as a receptacle for their contents, and to transact a more extensive business than the wharf's area would indicate.

Although we have had no regular export business from this wharf, the income therefrom has equalled our expectations; and the contract, made since the close of the fiscal year, with the Leyland Line of Steamships, by which all their freight for export will be shipped from this wharf, assures the lease and purchase as profitable investments.

This is the only regular weekly freight line of steamships from Boston, of which there are at present 6 steamships plying between Constitution Wharf and Liverpool, and this number will be increased at such intervals as the business shall demand.

The Shawmut Elevator, situated on this wharf, was enlarged by this company to its present capacity of 160,000 bushels, and is capable of still further enlargement when the business shall require it.

The company's property known as Caswell's Wharf, which adjoins the Navy Yard, has been constantly leased since its purchase, and that portion on piles has never been in a safe condition since the company's ownership. The entire wharf

has been rebuilt in a most substantial manner, and strong extensive store houses have been erected, and tracks laid, in preparation for the business of the lessee.

The 1st wooden truss bridge east of Fitchburg has been replaced by a new iron bridge upon a new pier sufficiently wide to admit of a 3d track, should it become necessary to extend the Fitchburg freight yard.

An extensive locomotive coal shed of 6,000 tons capacity has been erected at Fitchburg to provide for the increased and increasing consumption of coal at this point.

The new passenger station at Fitchburg, referred to in our last Report, has been completed. A new engine house and turn table have been built in the old yard at Fitchburg. The former is so arranged that it will contain 49 pits when finished. 1 section of 10 pits has already been built, and is giving entire satisfaction.

It has been found necessary in many instances to provide for the safe passage of drawing room and sleeping cars under the highway bridges, either by elevating the bridges, or depressing the grades. Such improvements have been made at Montague, Cambridge, and East Cambridge. A new iron bridge, 50 feet in width, has been built on Washington Street, Somerville, upon the consent of said city to the elevation of this and the Prospect street bridges 4 inches above their present level, and upon said city agreeing to build and maintain the long approaches and their side walls.

The company have laid during the year, exclusive of construction, 1,700 tons of steel rails, 1,620 tons of iron rails, and 83,759 new sleepers.

There have been added to real estate for station purposes small lots of land in Boston, Belmont, Weston, Gardner, Fitchburg, Montague, and Deerfield.

The equipment during the year has been increased by 3 first class locomotives, 3 new tenders, 2 new passenger cars, 3 new baggage cars, 1 new mail car, and 162 new freight cars.

In all the comparisons hereafter made of the business of 1878 with that of 1877, we have made due allowance for changes made in our accounts in 1878 pursuant to an order from the Railroad Commissioners.

The gross income from passengers, freight, mails, expresses, and rent of property, has increased \$58,191 67, and the operating expenses, exclusive of rents and interest, \$46,239 48.

There has been an increase in interest paid, of \$38,429 51; in rent of roads paid, of \$21,182 61; and of income received from rent of roads, of \$3,310.

The number of passengers carried has increased 16,826, the number of tons carried has increased 190,382, and the total miles run have increased 286,363; making an increase in tonnage of 20 per cent and in miles run of nearly 21 per cent, while the operating expenses have increased but 3½ per cent and the cost for the same expenditure per total mile run has decreased from 95 to 82 cents.

Notwithstanding the considerable increase in our business, the additional income derived therefrom has been insufficient to equal the increased payments on account of rent of roads and interest; and the net earnings of the year, including all receipts and expenditures, have decreased \$32,987 43.

During the first five months of the year the rates on freight from the West were quite low, but nevertheless were such, that our earnings were satisfactory; during the last 6 months, however, they have decreased about 33 per cent per ton per mile, and were unprofitable.

These rates are virtually beyond our control, as they are established by a committee of managers of Western railroads. Whenever there is a scarcity of freight, there are some roads that will break the fixed rates; and this generally leads in a short time to such a reduction of the same, that they often fail to pay the actual working expenses. We hope, however, that this senseless competition

will not be revived again, and that the trunk lines will succeed in making an arrangement for a division of business that will be fair to all, and result in the maintenance of profitable rates.

The passengers to and from the Troy and Greenfield Railroad have increased from 71,260 in 1877 to 79,001 in 1878, and the tolls paid the State for the same, from \$36,998 69 in 1877 to \$45,518 08 in 1878.

The freight has increased from 278,408 tons in 1877 to 448,701 tons in 1878, and the tolls paid therefor from \$55,164 07 in 1877 to \$106,408 24 in 1878, making a total increase in tons carried of 165,293, and in tolls paid of \$59,763 56; the total amount of tolls for 1878 being \$151,926 32.

By reference to the annexed statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by \$541,865 92; this, together with the sum of \$639,018 39, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

TRIAL BALANCE, September 30, 1878.

Construction accounts.....	\$5,041,865 92
Cash and cash funds.....	180,861 77
Real estate.....	292 269 81
Stock materials.....	251,839 65
Fuel.....	44,057 47
Improvements Vermont and Massachusetts Railroad.....	639,018 39
Sinking fund.....	138,559 15
Uncollected freight.....	38,962 52
	<hr/>
	\$6,626,934 68
Capital stock.....	\$4,500,000 00
Bonds.....	1,000,000 00
Notes payable.....	486,000 60
Due connecting roads.....	9,827 92
Vermont and Massachusetts Railroad Co.....	92,808 40
Unclaimed dividends.....	7,963 00
Coupon No. 2.....	15,000 00
Coupon No. 9.....	17,500 00
Suspense account.....	3,900 00
Profit and loss.....	494,435 36
	<hr/>
	\$6,626,934 68

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Boston; Rodney Wallace, Fitchburg; C. U. Cotting, Brookline; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

American Iron and Steel Association.

At the annual meeting of the American Iron and Steel Association, held in Philadelphia on the 12th inst., a minute in reference to the memory of the late President of the Association, Samuel J. Reeves, was adopted. A series of resolutions, prepared by Messrs. Joseph Wharton, Charles H. Ashburner and Wm. E. O. Baker, was unanimously adopted, heartily congratulating the iron trade of the country and the nation at large upon the resumption of specie payments, and approving the action of Congress in retaining in circulation over \$300,000,000 of legal tender notes; that the favorable balance of trade has been created by a protective tariff, and that the resumption of specie payments was due to the balance of trade thus created; thanking the Secretary of the Treasury for his efforts to secure a faithful administration of the customs duties, and expressing the hope that he would inquire into certain interpretations

of tariff provisions which they believed to be erroneous, and through which the Government is being annually deprived of millions of revenue. They particularly allude to such interpretations of the customs laws as relate to duties on tin plates, steel wire rods in coils, and iron cotton ties, and ask that he will give to each of these questions his early attention.

The following Board of Managers was elected: Wm. E. Coffin, of Boston; Philip C. Moen, of Worcester; Abram S. Hewitt, of New York; John Rogers, of Black Brook, N. Y.; Frederick J. Slade, of Trenton; Charles Wheeler, J. B. Moorehead, E. Y. Townsend, Percival Roberts, Joseph Wharton and Samuel M. Felton, of Philadelphia; Alfred Hunt and John Fritz, of Bethlehem; Charles L. Bailey, of Harrisburg; W. E. C. Coxe, of Reading; Paris Holdeman, of Chickles; Daniel J. Morrell, of Johnstown; James Park, Jr., B. F. Jones, John W. Chalfant and Wm. P. Shinn, of Pittsburgh; A. B. Stone, of Cleveland; C. H. Andrews, of Youngstown, O.; William Means, of Cincinnati; R. E. Blankenship, of Richmond; O. W. Potter, of Chicago; J. H. Hillman, of Lyon county, Ky. H. S. Chamberlain, of Chataanooga; Charles H. Ashburner, of Baltimore, and J. J. Spearman, of Sharpsville.

LIVERPOOL AND LONDON AND GLOBE.

The remarkable success which has attended the operations of the great English Insurance Companies in this country is due to the implicit reliance placed by our business community on their perfect solvency under any possible amount of loss, and their perfect equity under any temptation or opportunity to force a decision to the disadvantage of a policy holder or his assignees.

In no one instance has an English company failed to justify this trust, and the yearly statement of the Liverpool and London and Globe Insurance Company, which will be found in another column, is a remarkable illustration of the pecuniary success which is the invariable concomitant of this judicious policy.

We may mention that this company is one of the strongest amongst the great London Insurance Associations, and that its Directory in this city is composed of members selected from the highest ranks of our own commercial community, and that its General Manager, Mr. J. E. PULSWORTH, has no superior in the executive tact and ability required to supervise the details of so extensive and intricate a business.

The surplus of the company's assets over its liabilities for risks taken in the United States amounts to \$1,871,291 21, to which the surplus of last year's business adds the large amount of \$629,363 51.

These figures are the best arguments that can be adduced to prove that good management and prosperity are always found to travel hand in hand.

The financial statement of the Richelieu & Ontario Navigation Company, of which Sir Hugh Allen is President, shows the net profits of the year to have been \$112,542 20, from which dividends amounting to 5½ per cent have been declared, and the amount now at credit of profit and loss account is \$40,872 80. The total assets are put down at \$1,625,724, and liabilities at \$39,-

000; capital, \$1,565,000; surplus, \$21,704, which is exclusive of the amount of credit of profit and loss as above.

LUBRICATORS.

In all that pertains to the machinery of locomotion the reduction of friction is the leading consideration, to which every other, even including expense, is made subordinate.

On railways this is especially manifest, for the important reasons that friction diminishes speed, wears out rolling stock and machinery, and is the fruitful cause of disastrous accidents.

With this consideration in his mind, the unprofessional reader will see that grease, whether mineral, animal or vegetable must play a very important part in the economy of locomotion, owing to its natural property of diminishing the friction of bodies between which it is interposed.

The practical engineer is so thoroughly aware of its value, and of the immense saving in wear and tear which it causes, that he is willing to pay almost any price for a thoroughly good lubricant, and will not hesitate to give twice the cost of the ordinary kind if it will procure him a better.

To illustrate our argument, we will take the favorite anti-friction compound known as the Eagle Car Box Lubricator, the name Eagle we may observe, pertaining to the lubricant and not to the car box. It has been found by the experience of many Railways who have constantly used it for the last twenty years, that the saving in the quantity used is thirty per cent over that of the cheaper compounds; and that the still more important saving of material by diminished friction and the consequent decrease of expense for locomotive power, amounts to many thousands of dollars yearly for every railroad that uses it.

A few figures on this point will more clearly show the saving effected by using a good lubricant like the Eagle, in preference to the ordinary kinds.

Let us take the New York Central Railroad where the 'Eagle' has not yet been adopted.

This company has approximately, 60,000 axles in constant use, which under active work wear out themselves and their bearings every 150,000 miles they run. This wearing out process which it is the province of the lubricant to delay, is so much unnecessary work thrown upon the Locomotives in addition to the power required to overcome the friction between the rails and the circumference of the wheels. If this unnecessary labor performed by the Locomotives; namely, grinding down the 60,000 axles and their 120,000 journals, were done in a shop instead of on the road, it would require a hundred horse power engine running three months to accomplish it.

Now if a lubricant like the Eagle were used, which enables an axle to work in its bearings four thousand miles with only one greasing and without heating, a diminution of twenty per cent in friction would ensue. Referring

this saving to the figures above, we find that the economy effected equals the cost of a hundred horse power engine running for three weeks every year.

Add to this saving in labor the additional amount saved in material, and it will then be better comprehended how important it is for every Railroad company to use the Eagle in preference to any other lubricator.

But if the Engle compound is demonstrably so much better than any other, it will naturally be asked; "Why is it not then in universal use?"

The question argues a complete ignorance of the by-ways and highways of railroad management. Nothing is more difficult than to get what is regarded as a minor improvement or invention, adopted in our large railroad corporations, where the attention of the leading officials is engrossed by clerical and financial duties, and the mechanical arrangements are left in the hands of those who take no interest in the question of dividends or economy.

However, it is only a question of time. The Eagle lubricator is in use on most of the Southern lines and will finally be adopted by every road in the country, simply because it is the best and the best is the only kind that will suit our railway managers in the long run.

The construction of the Columbus, Jeffersonville and Cincinnati Railway (formerly Jeffersonville, Mt. Sterling and Columbus Railroad) between Allentown and Mt. Sterling will, it is said, insure the building of the Blue Grass line from Mt. Sterling to Washington C. H., which will be built as a branch line to the Columbus, Jeffersonville and Cincinnati railway.

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LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY.

Statement of U. S. BRANCH, Jan. 1, 1879.

Assets in U. S.	\$4,301,897 07
Total Liabilities including re-insurance	2,430,505 86
Surplus	1,871,291 21
Income in U. S. during 1878	2,600,583 34
Expenditures, including losses	1,971,219 83

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REFERENCES:

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Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
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